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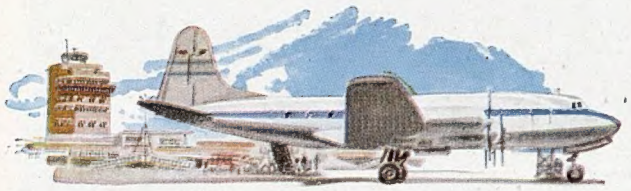

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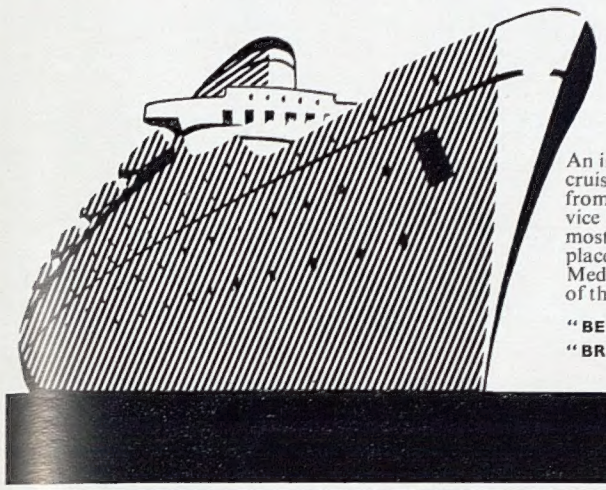

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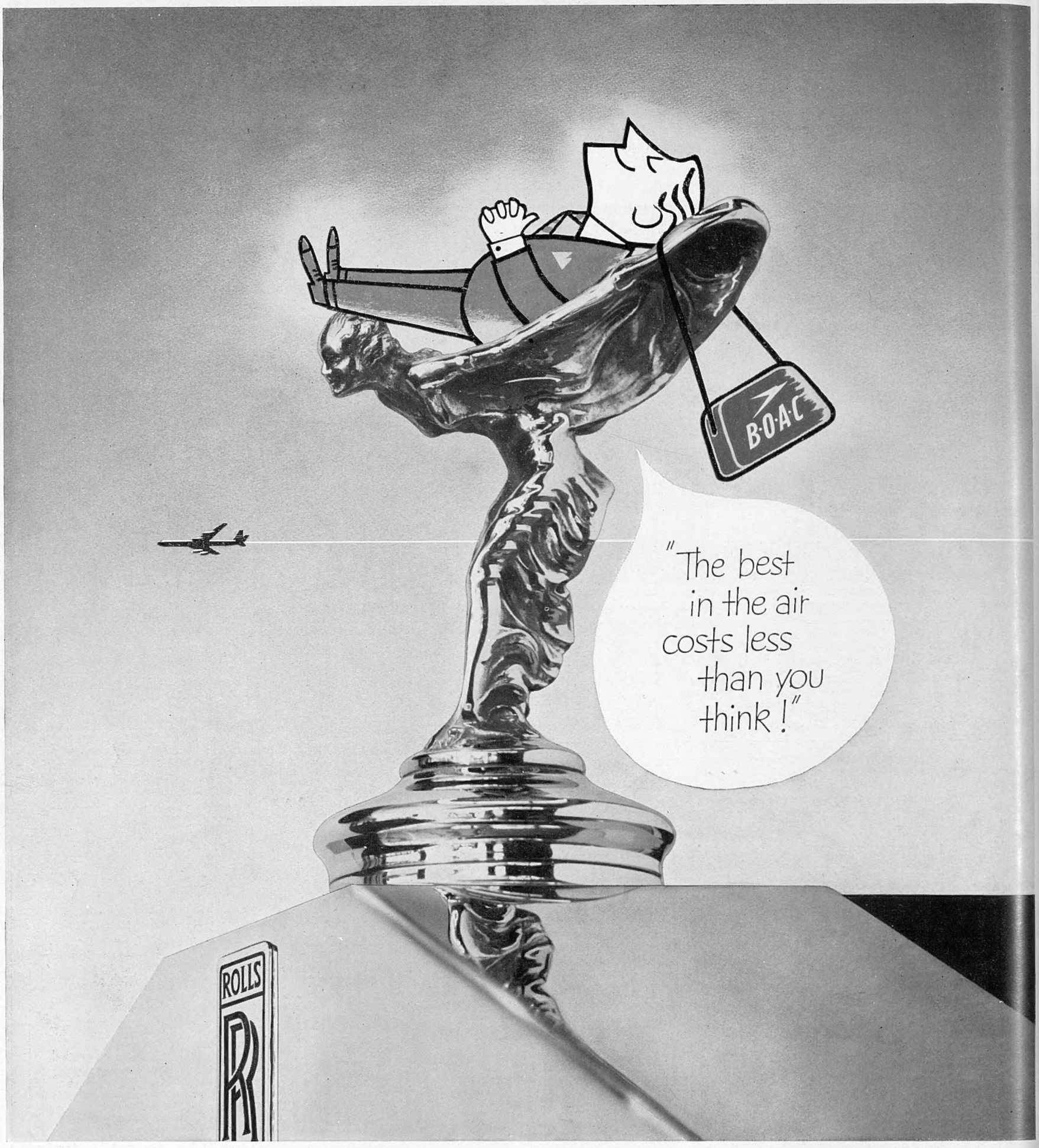

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Volume CCXL No. 3115

The SPHERE, London, February 13, 1960

The SPHERE

with which is incorporated THE GRAPHIC

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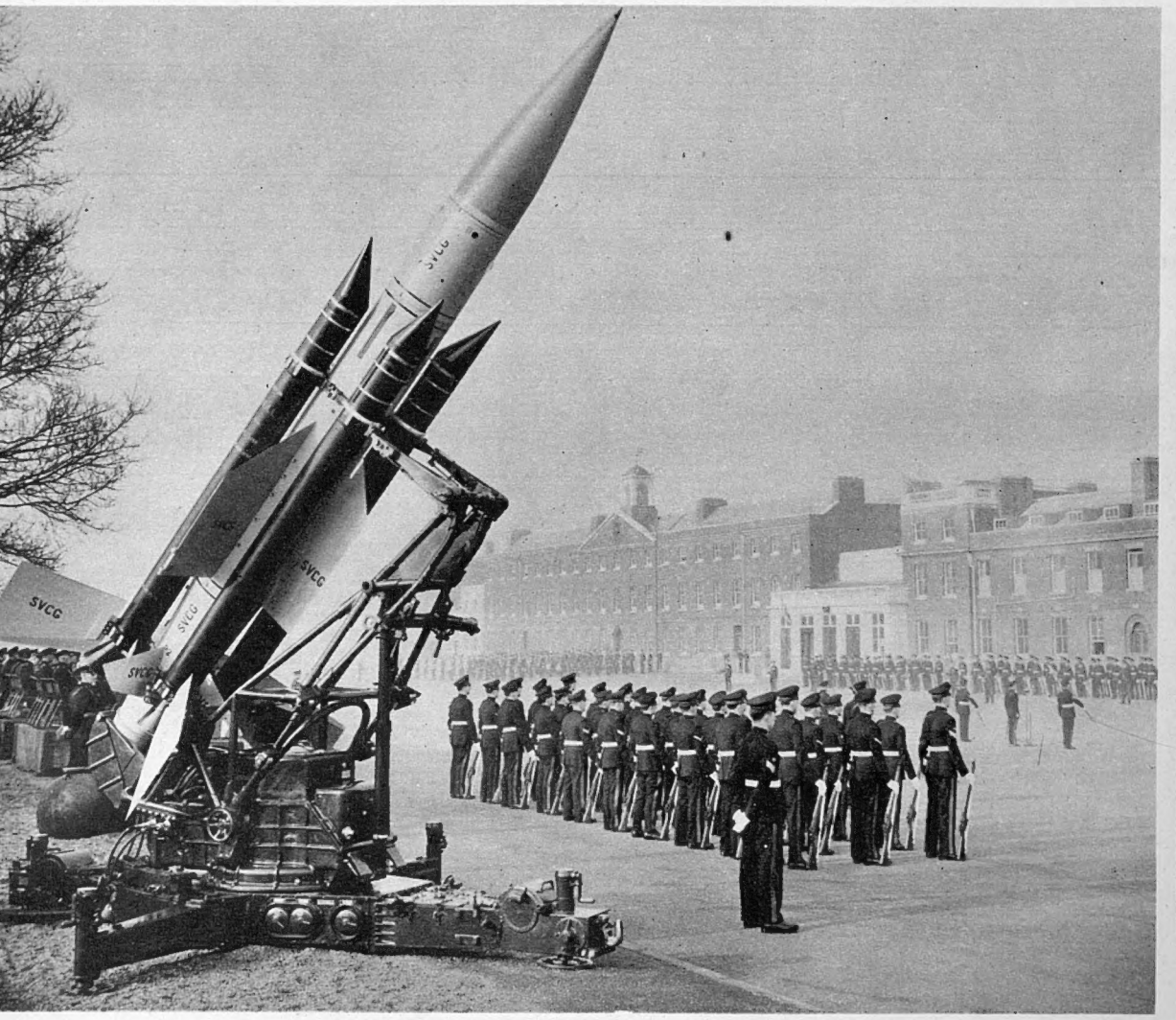
MR. MACMILLAN'S MOMENTOUS SPEECH—BRITAIN'S PRIME MINISTER ADDRESSES A JOINT MEETING OF THE SOUTH AFRICAN HOUSES OF PARLIAMENT: Second from right at the table is Dr. Verwoerd, the Prime Minister of the Union. Above is a large painting of the National Convention which drafted the Union's constitution forty years ago. In his speech in Cape Town Mr. Macmillan made it plain that Britain does not accept the doctrine of Apartheid but believes in the equality of all races in the Commonwealth.

Members of both Houses of the South African Parliament gathered in the dining-room of Parliament on February 3 to hear Mr. Macmillan make the speech which was to be the climax of his tour of British Africa. In the previous four weeks he had been in Ghana, Nigeria and the Federation of Rhodesia and Nyasaland before coming to the Union of South Africa. It was known that he would sum up his impressions in his Cape Town speech and speculation about what he would say was widespread. In a firm and sensitive address, he told his audience of "the wind of change" he felt blowing through Africa and of the growth and strength of African National consciousness. Courteously but bluntly he explained that Britain rejected "the idea of any inherent superiority of one race over another," and expounded the fundamental concept of racial equality in the British Commonwealth. In Britain the speech was almost universally approved as an expression of public opinion. In South Africa the Afrikaner Press reacted strongly against the British Prime Minister's address. Mr. Macmillan is due home on Monday next, February 15. (Further pictures from South Africa on p. 254.)

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.



A CHANGE IN THE ARMY: The disbandment parade at the Royal Artillery depot at Woolwich marks the end of the last Regular Heavy Anti-Aircraft Regiment, the 57th, in the Army. It also marked the end of the service of the 3.7 A.A. gun with the Regular Army. At the parade (left) is a Thunderbird guided missile, with which more and more of the Army is being equipped.

AT THE DISBANDMENT PARADE: During the ceremony at th Howard-Vyse, Director of Royal Artillery, inspects a line had been in service with the Regular Army since the 1930

A London Newslette

13-15, JOHN ADAM STREET, W.

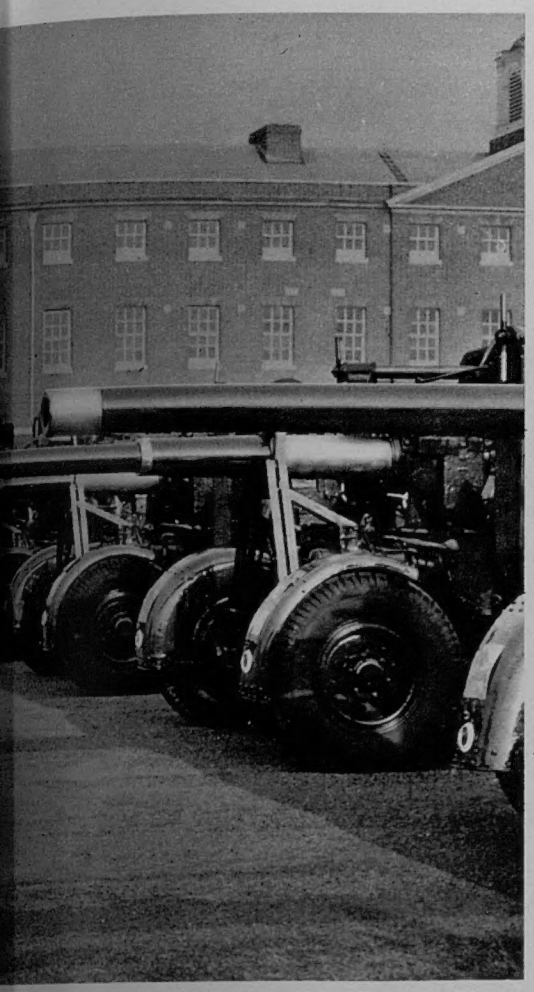
Algerian Enigma—For weeks past I have sheered away from the subject of Algeria. No doubt, a weekly journalist must be a "good guesser," but this subject all along has been a Torquemada crossword for me. And still is so. I remain almost as fuddled as I was while the B.B.C. attempted to translate de Gaulle's moving and historic speech as he was making it. The eye still worked in the cacophony. The mind had no chance to work. Now it can work again through a glass, darkly. General de Gaulle has triumphed. He has vindicated his new Republic, his estimate of his own influence, his career and place in history, and France's place among the great nations. He has restored order without bloodshed on the basis of "what I have said, I have said." A week ago, such a miracle seemed beyond imagination and, for that very reason, the sudden collapse of the rebellion looked like a scene set for a million-dollar film in the making. Is his triumph shared and is it theoretical and temporary, or a first solid foundation for a new Temple of Reason to be built for a civilisation run mad? I doubt if one man alone could have achieved even a temporary settlement. I dare to hope that at long last, by creek and inlet making, the tide of sanity is flowing back and that from now on the light of reason may slowly rise on our darkened world, and that men in many fields in many countries will accept the conclusion that Law and Order are necessary for their salvation, and restraint and patience the foundation of their security. Culloden was lost by the "rebels" through divided counsels and lack of preparation, and I dare say Cumberland's cruel repressions put an end to the danger of further rebellion by force of arms. It never killed the spirit of rebellion. That de Gaulle will prove anything but a Cumberland is certain. His triumph lay in his conviction that restraint and patience are indeed the foundation of human security and that men must be reasoned out of unreason. But in the world in general, and in Algeria in particular, progress may be slow and disappointing.

Carlton Report—Mr. Durand's report on the Carlton School outbreak was concise and full. It pin-points the chief causes of the trouble (most of which cause the public no surprise) a good deal more confidently than it recommends adequate measures to remove them. Mr. Butler has already accepted the findings and recommendations almost solidly and finds in them new matter for examination which must defer his promised legislation on the treatment of young offenders by several months. He has already initiated examination of the question whether the reinstitution of corporal punishment in specific cases is worthy of consideration. The Durand report is satisfied that caning is no cure for hardened offenders, and the headmaster and some of his staff are criticised for its use on an unspecified number of occasions. The report is not wholly damning of the system. The staff works under very onerous conditions. Provocation is obvious in a school containing as many as 15 per cent. of incorrigibles, and up to now the headmaster, if he be in residence when an emergency arises, has not had the means of calling timeously on the help of the police to avert an outbreak. If Home Office directives have sometimes been little regarded, the tools supplied by that Office have been hardly adequate for the job. At Carlton the record of "cures" is far from unsatisfactory. The name "approved school" may have become outmoded but schools-with-bars are the very worst substitute. How to deal with the hard core of hardened sinners is no clearer than before the Commission sat. The whole system of institutions for young offenders and how to deal with them is still experimental, and accommodation for various grades hopelessly inadequate. The sensational Press deserved its trouncing for seeking to make a Roman holiday of this grave occurrence. If the destruction of the boys' own buckled belts was the match that set off the explosion, the powder had long been prepared by agitators on one side and lack of clear direction and experience on the other.

Traffic in Horses—The Press has done great service to the cause of humanity in forcefully exposing the cruelty involved in the traffic of live horses from Eire to abattoirs in Paris and Brussels, and I commend those individuals who have already made deterrent gestures within their power. I hope the *Daily Telegraph* and other journals will continue to keep this horror before the public. Public opinion is well aroused and our detestation must not be allowed to diminish until these sordid traders are put out of business. Visual proofs, as the drovers and traffickers well know, are the best means of arousing indignation, but there is ample evidence outside photography of the horrible conditions existing in the abattoirs and of the agonies caused in the sea and land transport to foreign capitals. In this trade comparisons are odious and ridiculous. Every reform must start locally and in a small way, and no doubt it is bad luck for Eire that it began with her. Those who passionately dismiss the torture of animals for dirty money as not worth a thought in comparison with the plight of refugees, arouse my fury. There is very little inhumanity remaining in the world's efforts to mitigate the vast tragedy of the refugees and homeless. The inhumanity which led to it was the mass-madness of nations; the problem is too vast to be solved in a year or two, and individual efforts to support this great cause are world-wide and devoted. The traffic in horses from Eire and elsewhere is a scandal small enough to be q influenced by public opinion and by minor indi gestures, and with the continued help of the P may be achieved. Money talks. There are ple more widespread, disgusting practices current in En against which Eire can campaign in riposte. And the Refugee scandal is too vast for quick remedie individual efforts alone—it is a global campaign— the other is base commercialism on a small scale comparisons beg the question of where to begin to re Humanity from insensate cruelty. Kindness and sideration for dumb animals may well be a firs necessary stage in teaching men and nations to be and considerate to their fellow men.

Sitting Pretty—A gesture of a less important less effective, sort was Lord Reading's motion i Lords to admit to that House a handful of peeress their own right. By whatsoever means and whats time these ladies earned the right to their titles, appears to be no historical, traditional or legal justific for the title of any one of them carrying the right and legislate. This goes for women who have inhe baronies from an ancestor, centuries ago summoned Parliament long before an hereditary Upper House w contemplation, and it goes also for women who in own day have inherited a peerage from some no ancestor carrying a remainder to daughters in de of male issue. Lord Roberts, for instance. The no doubt, was to preserve his name and glory—no m It would require no new legislation to enable such peere to sit and legislate, if it be the Queen's will that should do so. The Sovereign of the day alone, as foun of honour, can authorise a peer's right to sit in Parliam and no peer has ever sat without that authority expre or implied. The question has never yet arisen whe a peeress with a patent carrying the authority to sit wo be acceptable to the House of Lords. Nor do I for that occasion arising. I find the notion of increa the hereditary potential of the Upper House to unacceptable, even by a trivial handful of ladies w bright eyes rain influence. The life-ladies are there gentle the Lords, and they are sufficiently tough and confident to require no *heir*-hostesses to comfort them

"Bottled Sunshine"—Mr. E. W. Swan did good service to a great game and to right judgm in his report on the disgraceful incident in the sec Test Match at Port of Spain. Although "riot stop play" is not an entirely unfamiliar caption in rep of Test Matches in the West Indies, or, indeed, Australia, it is as necessary to preserve a sense of p portion by awaiting the commentary of an experien



llery Depot, at Woolwich, Major-General Edward
ous 3.7 anti-aircraft guns. These versatile weapons
continue to be used by units of the Territorial Army.

e-witness as it is natural to condemn a whole nation
the actions of a clique merely from sensational head-
es. No one can excuse the actions of the clique. The
glish side are among the first to commend the keenness
d impartial approbation of good cricket shown by
e Trinidad crowds as a whole. To play cricket before
crowd "mad about the game" is more often rare and
reshing fruit than it is sour and poisonous lemons.
t incidents of this kind show up our world in wider
ds also. It is a world run mad, with all its values
own into a melting-pot, stirred with a spoon and
lled out in any order or disorder. We are most of us
d about sport and sporting records, mad for speed and
sation, mad in our interpretation of independence and
uality; we are far more concerned with recreation
d with money than with our work and its rewards other
an financial, and so madly snobbish that we are more
one to suspect slights than was the German governess
Edwardian fiction. Pathetic and pathological pigmies,
us hope they are still a small minority of the human
e. Never before did they need more the protection
Law and Order, never did they depend more on the
p of their fellow men and fellow nations. They satisfy
ne of their aspirations save only their love of sensation.
at they can glut on the casualty lists caused by their
n lack of restraint. "Bottled sunshine" is gassy stuff and
oor substitute for the real thing, and "win or wrangle"
a slogan which gets us nowhere and benefits no cause.

"The Play's the Thing"—I commend
manager of the Standard Cinema, Coventry, who has
uck a vital blow for the survival of that industry.
has banned from his cinema all girls between thirteen
d eighteen, in courageous disregard of "box office,"
h this damning argument: "They could not care less
at film is on. They look for boy friends. . . . When
girls reach the courting age and are respectable, the
n is lifted." With these words he condemns teenage
ls, and, of course, their parents. In his view the
urting age begins at eighteen. In theirs, thirteen is
ual maturity and by no means an early start to experi-
enting. More than that, he realises that, if the cinema
dustry is to survive among other distractions, the
inciple that "the play's the thing" is as vital to the
ema as to the live theatre. Turn it into a juvenile love-
st, and the fate of thousands of high experience in a great
dustry is sealed. It is a fine gesture and an important
e. For if the cinema abandons the aim of appealing
the intelligent, it would be more economical to shut up
op without more delay.

"Not a Happy One"—We need more
lice and the police need more money, and immediately.
e Lord Chief Justice said so to an Upper House already
verted to that opinion. It is a vital and overdue
ge in reducing crime which has become all too easy to
away with. Many deplorable facts—by no means
known to magistrates at Petty and Quarter Sessions—
ealing the "perfect safety" of burglary, were cited,

PASSING-OUT PARADE AT THE TOWER OF LONDON: Lieut.-General Sir Gerald Lathbury takes the salute at the march-past of National Servicemen and Regular soldiers of the Royal Fusiliers. Lieut.-General Lathbury took over as General Officer Commanding-in-Chief, Eastern Command recently. The depot of the Royal Fusiliers is at the Tower of London.

such as the young criminal who asked for sixty-five other undetected burglaries to be taken into account in his sentence for the unlucky sixty-sixth. Lord Blackford spoke of the waste of talent-in-crime-detection over trivial offences. Other points made were that inadequate pay encourages corruption, and that the consequent loss of public confidence turns the constable from the friend of the public into a cold, unhelpful robot; and that of every three uniformed constables, two are probationers with less than two years' experience. All the same, our police are, and remain, "wonderful." If higher pay can recruit the Force quickly to the full strength needed for adequate patrolling of the streets by trained men, higher pay will certainly be voted by Parliament this session. Even so, an essential corollary will be the turning-over to the increasing numbers of auxiliaries of the control of trivial offences. Higher pay raises another question. The whole question of "the rate for the job" is still very nebulous and uncertain and illogical. We are all getting "richer" in every trade and many professions. The constable to-day starts by receiving £9 16s. 1d., less deductions. His highest pay *as a constable* is £13 7s. 1d. This, it seems, is still less than the pay of the average manual worker. If that be so, the pay of the first-rate engine-driver seems to me as unrealistic as the pay of the parson, if responsibility counts at all. Incidentally, the hardest-working and most experienced gardener, who finds his own house, rarely receives as much as £9 16s., while scores of men rising in higher professions still rub along on £700 a year. Comparison of one job with another is difficult and dangerous, and leads to jealousy and competition. Money rather than vocation seems to be in most cases to-day the prime stimulus to work. The craftsman is out, if the cracksman is in.

In the Morning it is Green . . .—Uncertain indeed is the career of an up-and-coming politician in a dictatorship. To-day he is fortune's favourite; to-morrow he takes up a minor post in the outback, stripped of his offices and honours. When he lives behind an iron curtain we must guess at the reasons for his fall from grace. Perhaps, like Wolsey, he tried to outshine his boss. Dictators are for ever on the watch for competitors. But when Ministers are sacked or suffer enforced resignation in un-curtained countries, we know rather more of the reasons for their fall, but by no means all. The less we know, the more we conclude that a dictatorship of some kind exists where the incident occurs. Ministers are appointed with the confidence of their chief in this country, too, and they are sacked or they resign usually with public surprise. When they do so, it is the courteous custom of our Cabinets that there should be published an exchange of letters. We do not take these polite letters entirely at their face value. We read between the lines of the conventional courtesies; there are hints to show whether the temperature is warm or glacial. There is a world of difference between "Yours ever" and "Yours sincerely," between a Christian name and a surname, even between "Dear" and "My dear." But such exchanged letters tell us something, and it is information I think we ought to have. It is useful also in international relations for Governments to know the reasons for the fall of statesmen in other countries. And though I sometimes smile when I read the "Yours ever, Harold" (or what not) and the "My dear Prime Minister" type of end-pieces, I think they are useful and civilised. You and I may not fear rivals in power, but we like to know that power is *shared* among the few who hold it.

Signa Veris—One by one come signs of spring. Not all of these hardy annuals are welcome, though all come with the divine (or infernal) surprise of angels (or devils) met unawares. Influenza, for instance, or crocuses and bird-song. The 'flu has been raging on the Continent. In Paris alone it laid 300,000 low. The doctors say it is fairly mild and receding. From Italy to Belgium the chief cities of Europe are laid low. And small wonder. A lovely summer was succeeded by the very nastiest autumn and winter for years. Snow and thaw, ice and floods, heat waves after cold snaps, gales, gloom and fogs. And a remarkable absence of comforting and curative sunshine. (I note that on this day in 1959, the sun had shone uninterruptedly since January 23.) This annual spring visitor, influenza, the scientists cannot cure, though at last they believe they are nearer discovering the causes of the common cold. The more cheerful signs of spring are neither helped nor hindered by scientists. The thrushes sing again when it suits them, even when atom bombs explode, and the crocuses bloom in soil not enriched by patent manures. We take the rough with the smooth, for both are annual heralds of brighter and less laborious days. If the patient coughs, at least the thrush sings outside his window and there are spring flowers on his bedside table.

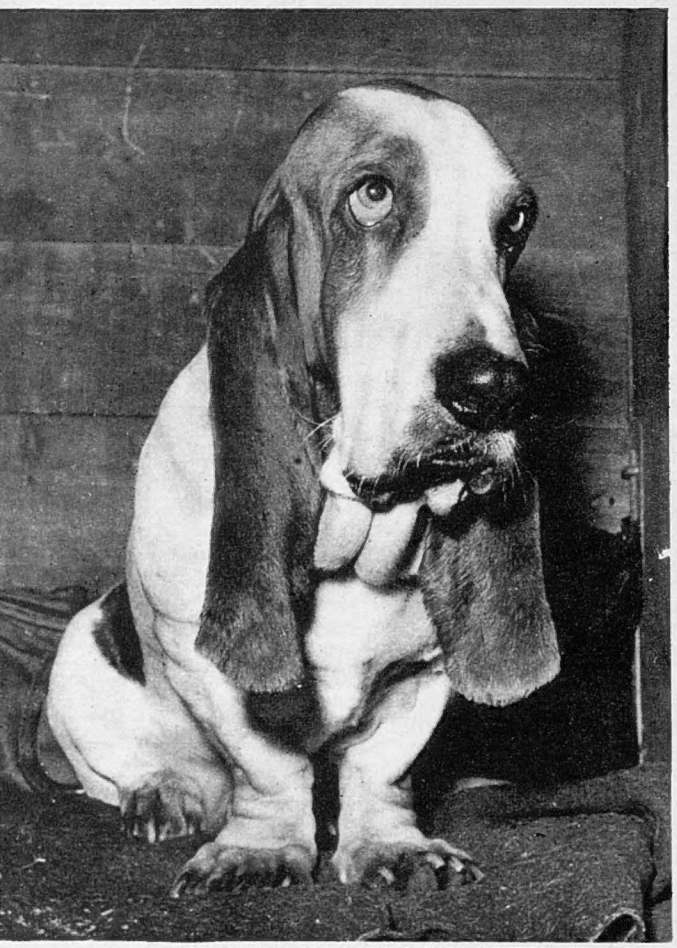
THE OLD STAGER

TOP DOGS AT CRUFT'S

A Record Entry for the Annual Dog Show at Olympia, in London

FIRST DAY AT CRUFT'S: Champion Pagnell Prima Donna of Wiske has her hair in curlers. She is a Yorkshire Terrier owned by Mrs. K. R. Renton.

FANCOURT SYLPHIC SKY LIGHT: The standard Poodle, which won a first and a third prize at Cruft's, and also a special award, is owned by Miss V. Marckley and Mr. J. Marshall, of Egham, Surrey.



ONE OF THE 117 BREEDS REPRESENTED: The Basset Hound with the sad expression is Rossingham Damask, which is owned by Mrs. B. M. Prior.

PRESENTING THE TROPHY FOR THE SUPR CHAMPION: Miss Marion Keyte-Fe Chairman of the Ladies' Branch of Kennel Club, presents the award Mrs. F. Nagle. Beside Mrs. Nagle is hamstead Merman, an Irish Wolfho which was this year's Supreme Cham at Cruft's. The dog is seventeen mo old, weighs between 10 and 11 stone, is 35½ ins. tall. He is owned joi by Mrs. Nagle and Miss M. C

RESERVE CHAMPION: The 8-in.-tall Pomeranian, Pixietown Serenade of Hadleigh, which was this year's runner-up at Cruft's, stands on the table with the trophies. On the right is his owner, Mrs. G. Dyke, of Hillingdon, Middlesex.

Cruft's Dog Show, held on Friday Saturday of last week, was the fourth in the series. The entry was a rec with 7,209 dogs of 117 different bre More than 30,000 people went to Olymp see the Show. This year's Supreme Ch pion, Sulhamstead Merman, an Irish W hound, was making his first appearanc Cruft's. He was chosen from among winners of five groups. The Reserve Ch pion was a Pomeranian, Pixietown Sere of Hadleigh. The year's best gundog Mr. A. W. Collins' Cocker Spaniel, Colinwood Silver Lariat. A Sealyham, Brastedchart Sea Princess, was the terrier. Of the non-sporting dogs, Mrs. Woodyatt's Dalmatian bitch, Ch. Fa Fleur, was the best.

Dogs are big business and they their part in the export market. Sinc first post-war Cruft's Show in 1948 the fi for the export of pedigree dogs have ste improved. In 1947, only 577 dogs were overseas. This had risen to 4,533 in The Kennel Club estimated their valu about £400,000, of which about £30 comes from the United States. The most ular dog is the Miniature Poodle, accou for about a quarter of the dogs exported. breed of dog also headed the list of registered with the Kennel Club durin year. Of 126,099 of all breeds, there 22,541 Miniature Poodles, almost three as many as the next most popular dog, Pembroke Welsh Corgi.

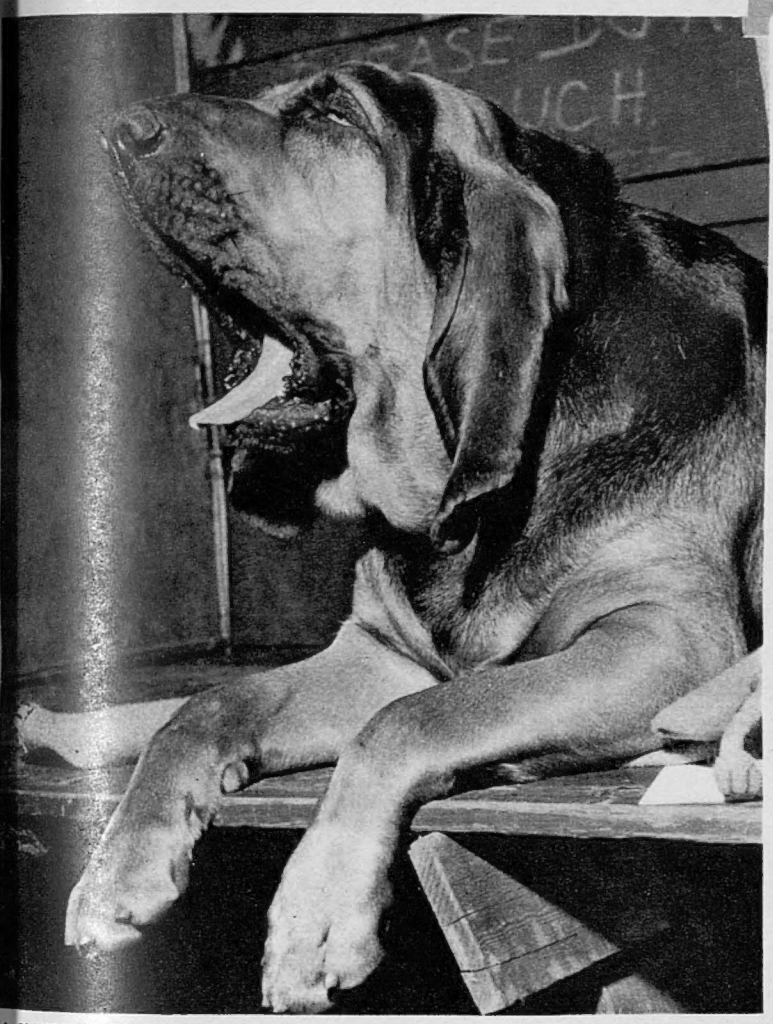
(" *Crufts—The Greatest Dog Show*, *Brian Vesey-Fitzgerald, is on page*

On left—

A SPECIAL AWARD FOR ST. BERNARDS: Frederick Hennessy presents the Hennessy Challenge Trophy to Ch. dartor Ranee, the best of breed wi owned by Mrs. R. L. Walker. The s model of a St. Bernard has been sented this year as an annual a by Jas. Hennessy and Co., of Cog

SOCKS FOR ACHMED OF CHETMILL: Keeping the paws of her Afghan Hound warm is his owner, Miss Christine Simpson, on the first day of Cruft's Dog Show at Olympia. He was one of ninety-five Afghan Hounds competing.

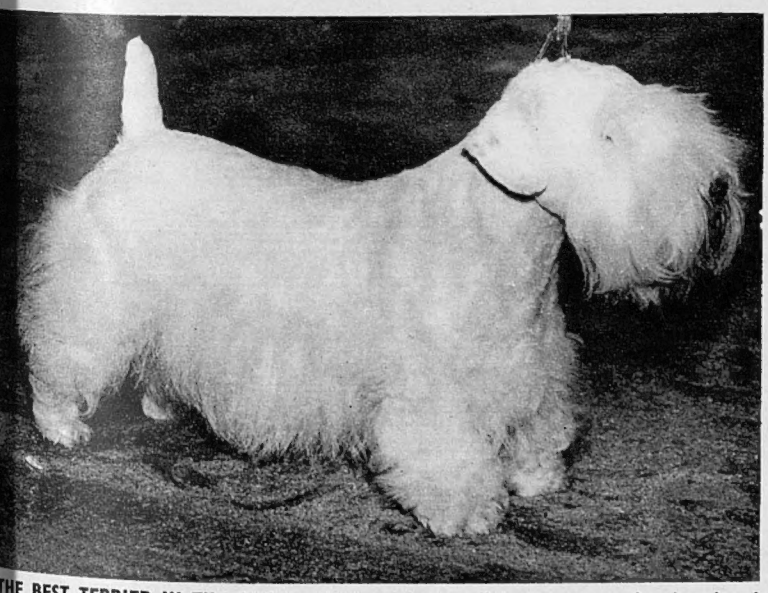
THE RIVALS: Separated by a partition, two English Setters pose on the second day of the Show. Of the 7,209 dogs competing at Cruft's, 75 were English Setters. There were other classes for Irish and Gordon Setters.



A SLEEPY BLOODHOUND: Imp of Brighton yawns as she waits to go in front of the panel of judges. The Bloodhound is owned by Mr. and Mrs. F. H. Walsh, of West Mersea, Essex, and was one of twenty-five Bloodhounds competing in the Show.

On right—

A CLOSE-UP VIEW OF A BULLDOG: Baytor Moorland Queen lies in a watchful position, awaiting her turn to go into the ring. She is owned by Mr. A. Westlake and Miss A. Woodthorpe, of Baytown, Teignmouth. There were ninety-five Bulldogs at Cruft's Dog Show.



THE BEST TERRIER IN THE SHOW: Making a successful appearance in the ring is Mr. S. B. Forsyth's Sealyham Champion, Brastedchart Sea Princess. As well as being the best of breed she was judged the best terrier at Cruft's this year.

A PARADE OF POODLES: On the right the judges are considering their choice in one of the classes for Toy Poodles. This breed of dog was one of the best represented in the Show with 241 entries. The most popular were the Miniature Poodle with 314 entries, and the Alsatian with 291.

THE NEW GOVERNOR-GENERAL OF AUSTRALIA

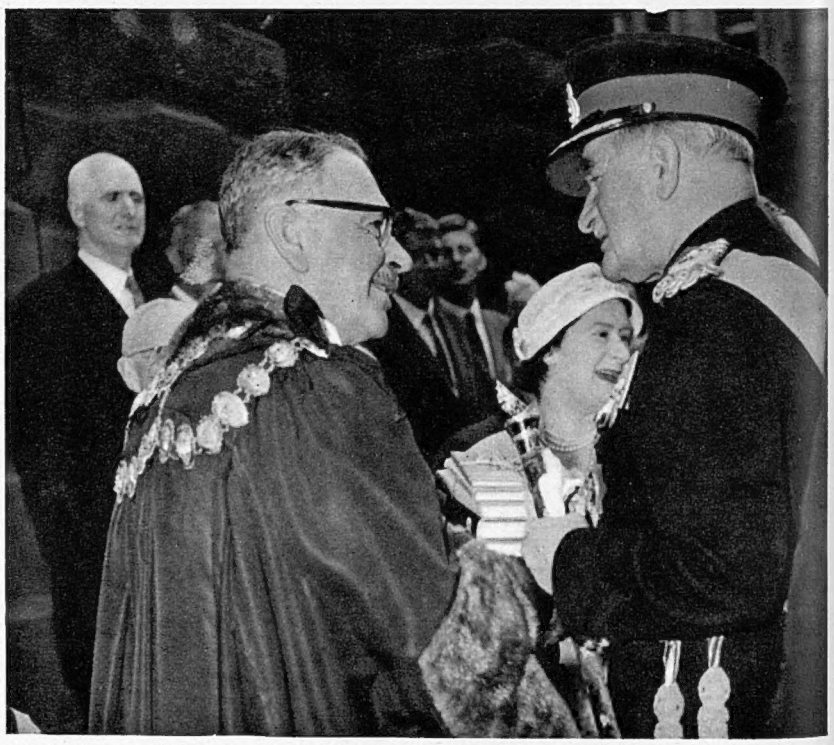
Lord Dunrossil Assumes Office

On right—

THE SWEARING-IN CEREMONY: Lord Dunrossil, the new Governor-General of Australia, hears the oath of allegiance read in the Senate Chamber at Parliament House in Canberra. On the left is Mr. Menzies and on the right are Lady Dunrossil and the Chief Justice, Sir Owen Dixon. Viscount Dunrossil, who is the fourteenth Governor-General, arrived in Canberra to take up his residence at Government House on the day before the ceremony. He and his wife flew from New Zealand in a special aircraft on the last stage of their voyage from England. The new Governor-General formally succeeded Field Marshal Sir William Slim at the brief but colourful ceremony which was held in the brilliant light of television and newsreel floodlights. The Australian Chief Justice administered the oath of allegiance and the oath of office after the official secretary to the Governor-General, Mr. Murray Tyrrell, had read the Queen's Commission. Lord Dunrossil, who was formerly Mr. W. S. Morrison, was Speaker of the House of Commons until the Dissolution for the last elections. He was generally admired during his tenure of the Speakership and his appointment as Governor-General was acclaimed in Australia. Lord Dunrossil visited Australia several years ago as a member of a visiting party of Parliamentarians. At a Press conference after he had been sworn-in, he referred to this visit, adding that he now wanted " to see the Australia behind the cities." Under the prevailing practice, the Governor-General first visits the States, which means in fact their capital cities. During his term of office, Lord Dunrossil hopes to see as much of Australia as possible outside these cities, and also the various territories which are administered by the Australian Government.

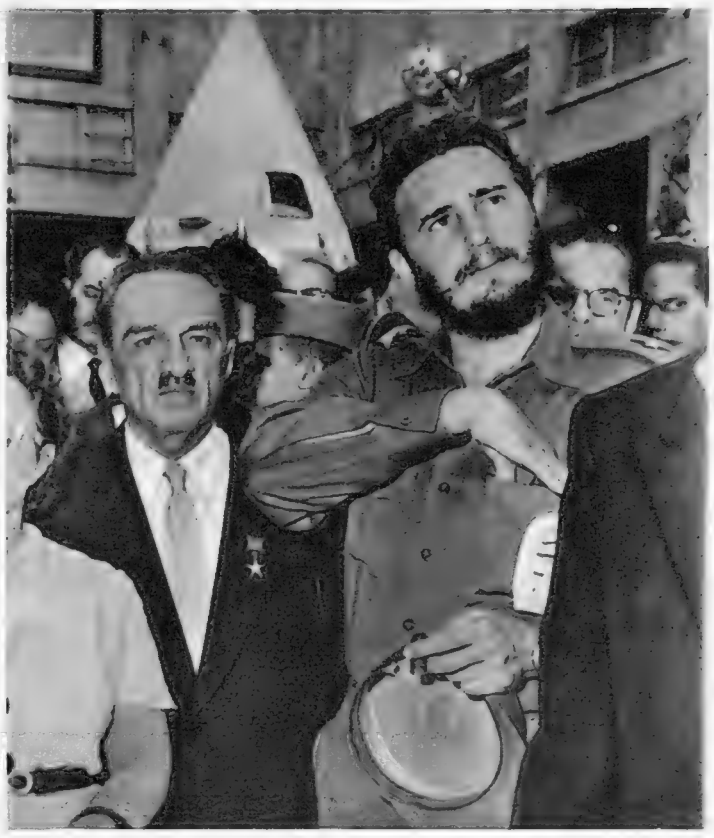
Below—

AFTER THE CEREMONY: The Australian Prime Minister, Mr. R. G. Menzies (left), is seen with Lord and Lady Dunrossil, after the new Governor-General of the Commonwealth had been sworn-in at Parliament House in Canberra.



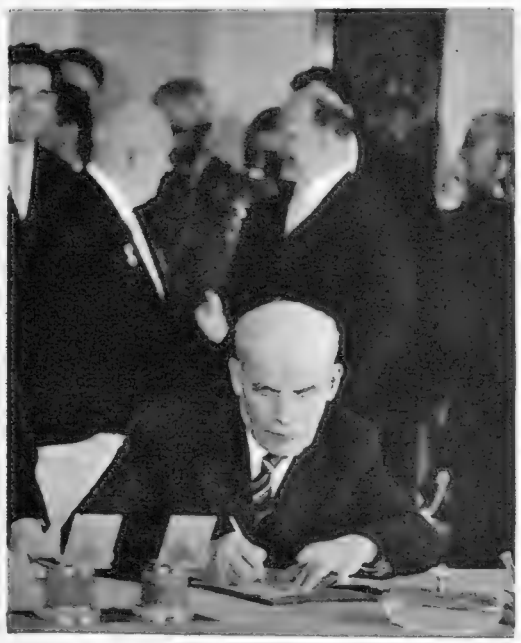
FAREWELL TO AUSTRALIA: The Lord Mayor of Melbourne, Mr. B. Evans (left), says good-bye to Field Marshal Sir William Slim on the departure of Lord Dunrossil's predecessor from Melbourne after over six-and-a-half years as Governor-General.

THE NEWS IN PICTURES



MR. MIKOYAN'S VISIT TO CUBA: *Left*—**In the Fine Arts Palace in Havana, from left are the Cuban Prime Minister, Dr. Fidel Castro; Mr. Mikoyan, the Soviet First Deputy Prime Minister, and President Dorticos of Cuba.** *Right*—**Mr. Mikoyan and Dr. Castro are inside the Fine Arts Palace for the opening of the Soviet Trade Exhibition last week. As they had stood outside on the steps leading to the building, there was a burst of gunfire, which lasted for at least ten minutes.** Mr. Mikoyan and Dr. Castro were hurried into the building, where the opening ceremonies went according to schedule. Several people were arrested after the shooting and one man was reported wounded. Police blamed the firing on "saboteurs." Mr. Mikoyan was on a goodwill visit to Cuba.

INQUIRY INTO THE ALGIERS REVOLT: At Villacoublay Airport, Paris, are, from left, M. Chatenet, Minister of the Interior; M. Pierre Messmer, Minister of the Armed Forces, and M. Michelet, Minister of Justice. They were about to fly to Algiers to investigate the causes of the Settlers' insurrection. M. Messmer was appointed to his office last week when General de Gaulle reshuffled his Cabinet. Among those dropped was M. Soustelle, who was a leader in the 1958 Algerian uprising. ("Aftermath in Algiers," pages 238-39.)



On left—

THE WARSAW POWERS DECLARATION: Mr. Gomulka, the Prime Minister of Poland, signs the document agreed at the end of the meeting of the Warsaw Pact powers in Moscow. Russia and her satellites called on the NATO Powers to reduce their armed forces because Mr. Khrushchev had announced he was decreasing the size of the Soviet forces. Reference was made to the "unusually favourable conditions for disarmament" and to the forthcoming Summit Conference. The Declaration contained few specific points, and in the West it was anticipated Mr. Khrushchev was holding something in reserve for bargaining in the pre-Summit negotiations.

A RUSSIAN MOON EXPERT ON A VISIT TO BRITAIN: Professor Alla Masevich, Vice-President of the Astronomical Council of the U.S.S.R., faces a battery of cameras at a Press Conference in London. The forty-year-old woman astronomer is also Professor of Astrophysics and Director of the optical planning programme for the Soviet Sputniks. In this last capacity, she received the first pictures of the back of the moon. She had arrived in London for a ten-day lecture tour of Britain. Answering questions from journalists the Professor said that more than 15,000 men and women from all over the world had written to the Soviet Academy of Sciences to volunteer to be shot into space.

SWASTIKA DAUBERS SENTENCED IN GERMANY: In the dock in Cologne are Arnold Strunk (left), a baker's assistant, and Paul Josef Schoenen (right), a clerk. The twenty-five-year-old men were found guilty last week of desecrating the Synagogue in Cologne and a monument to victims of Nazism by daubing swastikas on them on Christmas Eve. This was the incident which started a world-wide epidemic of anti-Jewish activities. Strunk was sentenced to fourteen months' imprisonment and Schoenen to ten months. Both were deprived of civil rights for two years. They were stated to be former members of the German Reich Party. The Court President declared: "even scatterbrains can become recruits for storm-troopers for a new movement."

THE NEWS IN PICTURES

EXPLORING THE STRATOSPHERE: *Left*—**A huge helium-filled balloon, carrying a load of scientific equipment to record data about the upper atmosphere, is launched from the flight-deck of the U.S. aircraft-carrier *Valley Forge*, about 100 miles south of the Virgin Isles.** *Above right*—**The gondola of the balloon is hauled back on board the *Valley Forge*.** Weighing 1,760 lbs. and carrying an additional load of 2,903 lb., the balloon was claimed to have carried the largest total weight ever lifted to such an altitude by a plastic balloon. It climbed to 116,000 ft. After it had been carried off its planned course over the Caribbean Sea by unexpected winds, the gondola was jettisoned and was later recovered by the U.S. destroyer *Hyman*.

On right—

THE THREATENED RAIL STRIKE: Mr. Sidney Greene, Secretary of the National Union of Railwaymen (left), and Mr. C. W. Evans, President of the N.U.R., arrive for a meeting with leaders of the T.U.C. in London. Discussions continued last week-end in attempts to find some way to call off the national rail strike threatened for February 15. Last Monday, there appeared to be some hope of reaching a settlement.

WALKING FROM JOHN O' GROATS TO LAND'S END: Dr. Barbara Moore is greeted by Mr. F. T. Hosking, Chairman of West Penwith Council, at the end of her 1,000-mile walk. She completed her journey, which took twenty-three days, in the middle of last week. Large crowds watched her pass along her route through Cornwall—one official estimated 10,000 people in all. Dr. Moore met much bad weather during her journey. On average she walked at 4 m.p.h. for eleven hours a day.

EXTENSIVE DAMAGE BY FIRE TO A LANCASHIRE FACTORY: Smoke pours from the central section of Dunlop Cotton Mills, at Castleton, Rochdale, during the fire which seriously damaged five floors. "Dunlopillo" mattresses and cushions are made at the factory and the fire started in the foam mattress assembly plant. Fifteen brigades were called to fight the blaze in which one man was believed to have lost his life. Two thousand workers were evacuated.

THE BIGGEST TANKER IN THE WORLD OVERTURNED: At London Airport, the fully-laden vehicle lies on its side just after the accident. The only one of its type, the tanker has 18 wheels, weighs 75 tons and holds over 7,000 gallons of fuel. On its way to refuel a jet airliner, the tanker overturned after leaving the airport tunnel on the North Terminal side. No one was hurt.

THE NEWS IN PICTURES

ACCORD BETWEEN BURMA AND CHINA: General Ne Win (left), Burma's Prime Minister, drinks a toast with Mr. Chou En-lai, the Chinese Prime Minister, at a reception in Pekin. The occasion was the celebration of the signature of a Sino-Burmese frontier agreement. The terms settle a long-standing controversy over rights in a wild and hitherto undemarcated jungle area. Two-thirds of the disputed territories go to China. It was anticipated Burmese reaction to the terms might be gauged at the General Election due last Saturday (February 6). In April General Ne Win will hand over to whoever is voted civilian Prime Minister.

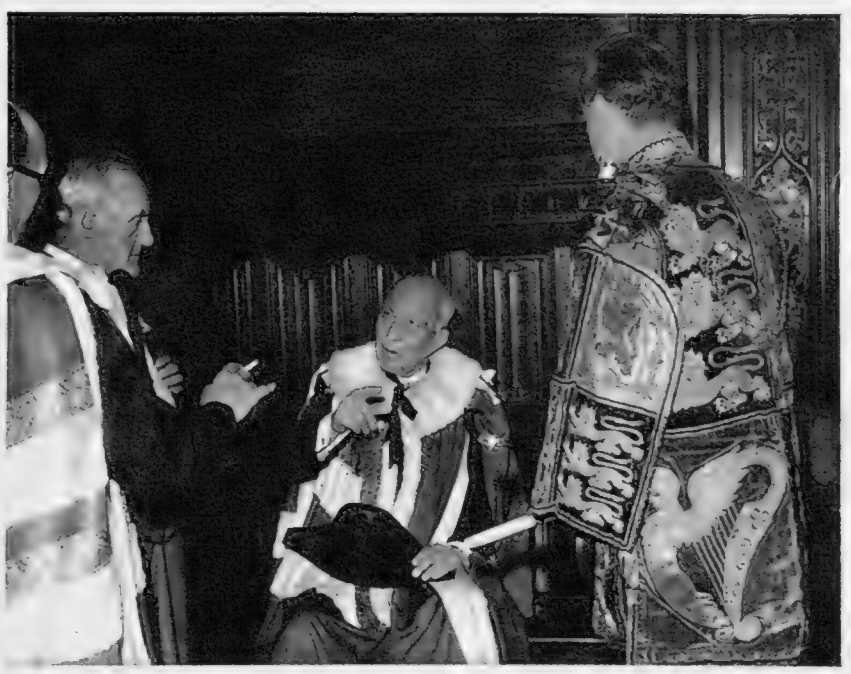
On left—

A RECORD-BREAKING BALLISTIC MISSILE: Its parachute draped over its body, the Lockheed X-7 is stuck by its nose spike into the ground on the U.S. Air Force Development Centre test ground at Alamogordo, New Mexico. It is claimed that this particular rocket has established a new record in the United States for supersonic missiles, having been fired and recovered eleven times. The eleventh flight was made from a Boeing B50 bomber early this month. The first was in September 1958. X-7's are used for testing ramjet engines and the first flew in 1951. Four different kinds of engines can be installed. The missile incorporates a recently perfected automatic pilot which responds to ground controls in 1/16th second. There is also advanced camera apparatus which permits twice as much film coverage during each flight. Telemeter equipment relays information to the ground. The parachute and nose spike recovery system enable a saving of about £125,000 to be made per flight, in comparison with a non-recoverable missile.

CELEBRATIONS IN VENEZUELA: The street in Caracas is decorated with banners and filled with people during a rally to celebrate the second anniversary of the overthrow of the regime of General Marcos Perez Jimenez. His military dictatorship came to an end on January 23, 1958. According to observers in Caracas the crowds were not as large as were expected. This was put down to fears of further acts of terrorism, similar to those which have occurred in recent months. Two days previous to the celebrations there were strong rumours that a plot to overthrow the Government of President Betancourt had been discovered.

THE MINISTER OF AVIATION IN SOUTH AMERICA: Mr. Duncan Sandys, seated second from right, talks with the Argentine President, Dr. Frondizi. On the extreme right is Brigadier Ramon Abrahim, the Argentine Air Minister. Mr. Sandys had flown on the inaugural flight to South America of the Comet 4 airliner with which B.O.A.C. reopened their South Atlantic services on January 25. These services were suspended in 1954, after the withdrawal from B.O.A.C. routes of the Comet I. Before returning home Mr. Sandys also visited Chile and Brazil, where he had further talks on civil aviation.

WEST BERLIN REMEMBERS THE VICTIMS OF NAZISM: Banners proclaiming "No Nazis in the Lecture Rooms" and "Against Antisemitism" are carried through the streets. The demonstration was organised on January 30, the anniversary of the day on which Hitler became Chancellor in 1933. The marchers went to the Plötzensee prison and laid wreaths on the memorial to those executed there by the Nazis. Early this month Dr. Adenauer attended a ceremony at the site of Belsen concentration camp in West Germany and was among those who laid wreaths on the monuments to those who died there. In a speech the Chancellor assured Jews in West Germany that "they enjoy safety and respect."



A FORMER SOCIALIST MINISTER ENTERS THE HOUSE OF LORDS: On his formal introduction on Wednesday of last week into the House of Lords, Lord Dalton talks with his sponsors, Lord Henderson, extreme left, and Lord Dawson. On the right is the Garter King of Arms. Lord Dalton was created a life peer in the New Year Honours List. He entered the House of Commons in 1924, and from 1935 until his elevation to the peerage was Labour M.P. for Bishop Auckland, County Durham. From 1945 to 1947 he was Chancellor of the Exchequer and afterwards held office successively as Chancellor of the Duchy of Lancaster, Minister of Town and Country Planning, and Minister of Local Government and Planning.

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THE END OF THE UPRISING—THE INSURGENTS MARCH OUT: In a central square in Algiers, settlers file to military lorries. The end of the revolt came suddenly on Feb uary l. T insurgents, many of them wearing their Territorial uniforms, were driven to the camp of the Foreign Legion Parachute Regiment at Zeralda, fifteen miles from A iers. Un the terms of the surrender offered by General Crépin, Commander of the Algiers Region, insurgents could, if they wished, join the Legion to fight against the Algerian Nationalis

AFTERMATH IN ALGIERS

The Insurgents Surrender and the Barricades Come Down

The end came swiftly to the revolt of the settlers in Algiers against President de Gaulle's Algerian policy. The turning point in the insurrection was the President's broadcast to the nation, the Army answering his call for obedience and for the suppression of the revolt. General Crépin, the Commander of the Algiers Region, offered terms to the insurgents which some of their supporters claimed as a moral victory. The rebels were driven to the camp of the Foreign Legion Parachute Regiment at Zeralda and there offered three choices. They could return to their homes after handing in their arms ; they could report to their headquarters if they were territorials; or, they could, if they wished, join a formation which was to be specially created to fight with the Parachute Regiment against the Algerian Nationalists. A report from Zeralda indicated that the last choice was not proving very popular. Most of the insurgents, it was said, were going back to their homes.

The two men regarded as the leaders of the revolt were not accorded such generous treatment. Pierre Lagaillarde, whose bearded figure had dominated operations from the insurgent H.Q. at the central post office, was arrested. He was flown to Paris and detained in the Santé prison. Officials said he was to be charged with making an attempt against the internal security of the State, which can be a capital offence. The other leader, M. Joseph Ortiz, had reportedly fled from Algiers. It was understood a warrant had been issued for his arrest.

Parties of soldiers worked hard to give Algiers the appearance of having returned to normal. The expected visit of President de Gaulle at the end of last week was postponed. In Paris it was announced he had made certain Cabinet changes.

CEREMONIAL CAPITULATION: Watched by Paratroops, insurgents haul down their flag from the barricade before they come out to capitulate. It was reported they were given military honours by the troops to whom they surrendered.

MOMENT OF SURRENDER: With one of the leaders of the revolt, M. Pierr he was detained in the Santé prison

SPEEDY DISMANTLING OF THE BARRICADES: Soldiers in a bulldozer demolish the walls of an insurgent strongpoint immediately after the surrender. On Thursday of last week it was announced that the visit General de Gaulle was expected to make immediately to Algiers had been postponed.

Bearing a flag, insurgents march to hand themselves over to the waiting troops. One of the two principal Lagaillarde, a National Assembly Deputy for Algiers, was arrested and flown to Paris, where the other leader, M. Ortiz, was reported to have escaped from Algiers. A warrant was issued for his arrest.

RETURN TO NORMALITY: *Above*—Troops work with a will to clear away a barricade. *Below*—With the mail service restored, a postman walks along a street from which paving-stones had been torn up for insurgent defences.

DANCERS FROM ALL OVER INDIA

Celebrating Republic Day in New Delhi

CELEBRATING THE TENTH ANNIVERSARY OF THE INDIAN REPUBLIC: One group in New Delhi for the celebrations is composed of peacock dancers from Kashmir. A large imitation peacock is surrounded by other members of the group. This is whirled round and round as the dancers spin round it in large circles, singing in praise of the harvest god. It was estimated that nearly a thousand dancers from all parts of India assembled in the capital for the celebrations of January 26. Their numbers and the diversity of their dances demonstrated the vast and complicated legacy of myth and religious symbols possessed by the sub-continent. Over half a million people watched the grand parade through Delhi. The procession started with a preliminary patrol of helicopters which swept along the route, strewing marigold petals over the crowds. After the parade of the armed forces, came gaily-caparisoned elephants leading the cultural section, with its groups of dancers and floats. The salute was taken by President Prasad; among the official guests was President Voroshilov, of the U.S.S.R.

FROM RAJASTHAN: One of the women dancers from this northern State is bedecked with jewellery. During the dances, the women spin round and round.

FROM THE NORTH-EAST FRONTIER AGENCY: The two tribal women (foreground) come from a village near the Tibetan border. Their noses are decorated with nose-rings and nose-plugs in both nostrils.

FROM THE STATE OF KERALA: The huge figure of Kali forms the centre-piece of the dances from the extreme south of India. Kali, or Mahadevi, is the Hindu goddess, wife of Shiva, who is the god of destruction and fertility. The Kerala dancers were prominent at the celebrations.

FROM ASSAM: The spear-carrying tribesman and his wife are members of the Naga tribe. Their dances are fierce and virile and are full of memories of the days when the men were head-hunters, and would dance through the night.

GALILEE FRONTIER BATTLE

Israelis' Night Attack on Syrians in a Demilitarised Zone

At the beginning of this month, while attention was focused on the situation in Algeria, a reminder came from the Middle East that there, also, is one of the world's active political volcanoes. An eruption blazed when Israeli troops, under cover of darkness, attacked the village of Tewfik, in the demilitarised zone between Israel and Syria. The Israelis drove the Syrians out of the area and it was not until the battle had lasted for four hours that United Nations observers were able to arrange a truce.

The border conflict was the climax of a long series of incidents on this part of the border between Israel and the United Arab Republic. During the daylight hours before the land battle there were said to have been engagements in the air between Israeli and U.A.R. fighters. The Syrian aircraft were allegedly Soviet-manufactured M.i.G.s. Israeli soldiers returning from the Tewfik operation brought captured weapons which, they declared, were also of Russian origin.

The demilitarised zone was demarcated by the United Nations. The Israeli attack, said Israeli spokesmen, was necessary because the Syrians had been infiltrating soldiers disguised as civilians into the zone. In Jerusalem Mr. Ben Gurion, the Israeli Prime Minister, stated that he had no objection to Arabs cultivating the land in the zone, but he did not recognise the right of Syrians to interfere in an area "which is in our territory." Israel was understood to have sent a complaint to the chairman of the Syrian-Israeli mixed armistice commission that Syrians had returned to Tewfik soon after they had been expelled. From Cairo came reports of concentrations of U.A.R. forces on the borders of Israel.

THE OPERATION COMPLETED: Israeli soldiers return from attacking the village of Tewfik, in the demilitarised zone between Israel and Syria, south-east of the Sea of Galilee. The men are carrying arms claimed to be of Russian manufacture. They alleged they had captured them from Syrians whom they had driven out of Tewfik. *On left*—A wounded signaller of the Israeli force comes back with his head bandaged. The attack was made by night and the battle lasted for four hours before U.N. observers could arrange a truce.

Below—

THE VICTORS: A group of Israelis in cheerful mood after the battle. They were reported to have demolished a number of buildings in Tewfik in the fight against the Syrians.

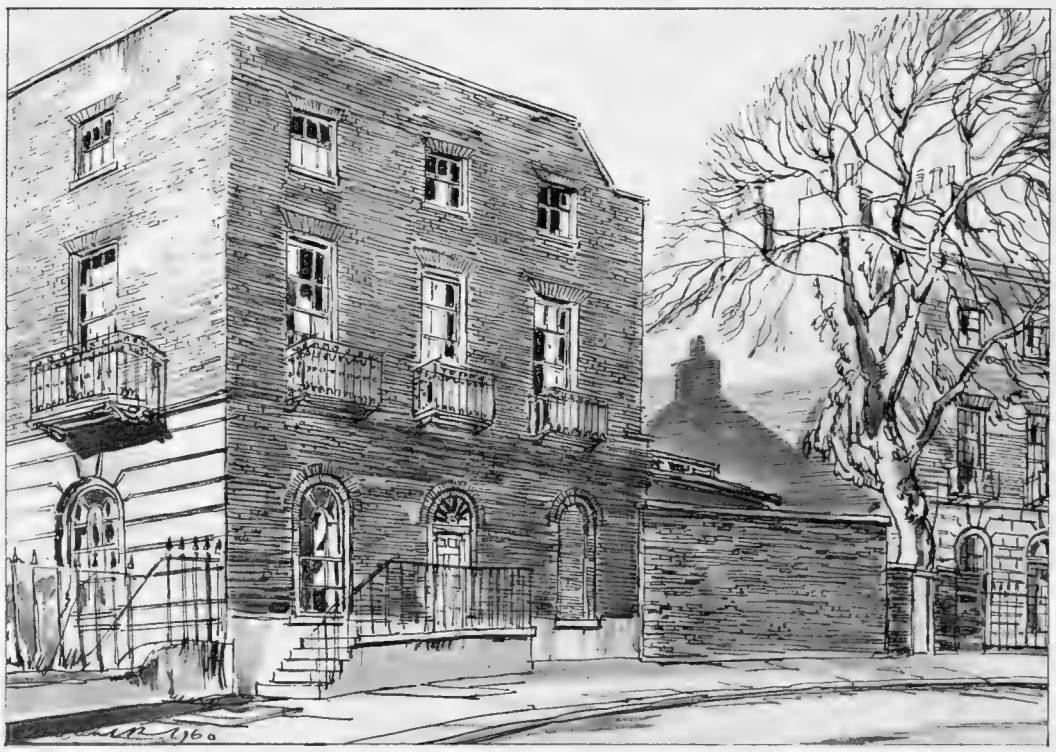
ALLEGATIONS OF RUSSIAN ACTIVITY IN THE MIDDLE EAST: More arms claimed to be of Soviet origin are examined by the Israelis. In the battle with the Syrians at Tewfik it was stated from Jerusalem that three Israelis were killed and seven wounded.

BRIGHT HOMES IN LONDON

Properties Rescued from Neglect Add Colour to the Scene

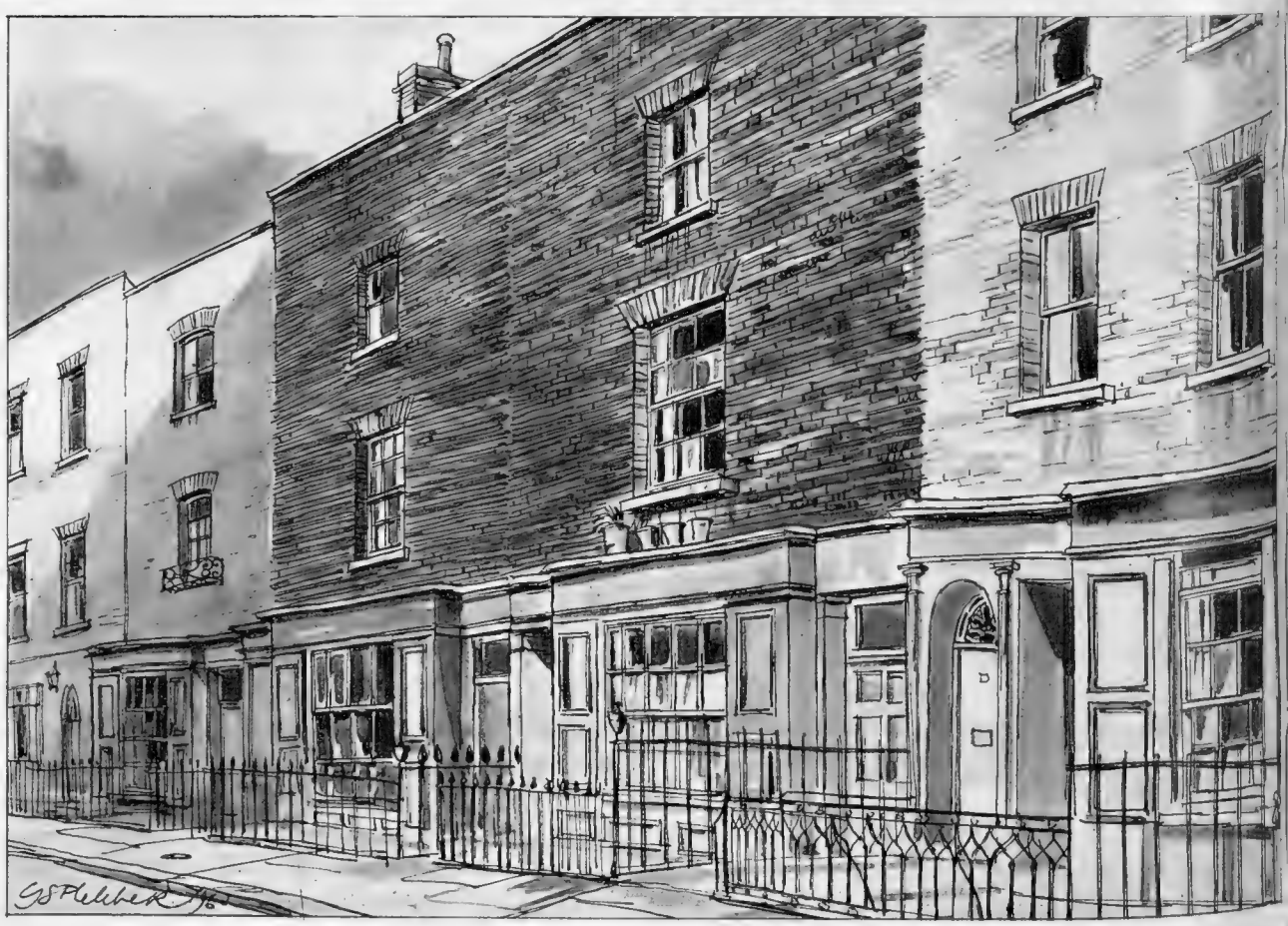
Drawings By Geoffrey S. Fletcher

RETURN TO DIGNITY IN NORTH-WEST LONDON: Houses in Albert Street, in Camden Town, date from the mid nineteenth century. Originally they were middle-class dwellings, but later they became a slum. Since the last war some have been restored and form a picturesque terrace. The street runs into Parkway, leading to Regent's Park.



ON THE EDGE OF LONDON'S BOHEMIA: Built 100 to 120 years ago as workmen's cottages, some of the houses in Billing Road are now smart and colour-washed. At one end a high wall screens Brompton Cemetery. Billing Road is off the Fulham Road on the west border of Kensington. Nearby is Chelsea Football Ground (which is in Fulham).

A CORNER IN ISLINGTON: In St. Paul's Road, Canonbury, a tall square house has been restored. Iron balconies jut from the first-floor windows and there are iron railings round the steps to the front door. The blocked-in window recalls the infamous window tax and indicates the original house was probably built in the early nineteenth century. Islington, of which Canonbury is part, straddles a hill. One side overlooks the City of London. Once a flourishing "suburb," it fell into decay until recently. To-day large scale redevelopment schemes are increasing the value of Islington properties.



On right—

A SPLASH OF COLOUR IN MARYLEBONE: Brickwork washed in red and pink flanks Knox Street. Late Georgian in period, it kept its original character until comparatively recently. The cottages were built as dwellings for artisans at the time of the construction of New Road, joining the villages of Marylebone and Islington. In their redecorated style they are in keeping with the fashionable district of London in which they are situated.

ON THE SOUTH BANK OF THE THAMES: Fine old buildings are by the river at Rotherhithe. The captains of East Indiamen lived here, and close by is the yard where the *Mayflower*, which carried the Pilgrim Fathers to America, was built. Nowadays this part of Rotherhithe has a colony of artists. Among those who first set this fashion was Mr. Fletcher, who has illustrated the house in which he lived, "The Little Midshipman's House," in the left of his drawing. Its bow window juts over the river, and in the interior some of the original eighteenth-century pinewood panelling is retained. Rotherhithe has also a special claim to literary fame. Swift named it as the birthplace of that immortal traveller, Lemuel Gulliver.

THERE are always Londoners looking for homes, and the ingenuity of architects and property-owners to supply them often adds to the colour of the contemporary scene in the metropolis. In fashionable districts prices and rents tend naturally to be high. Nowadays in less exclusive districts values are sometimes increasing by the conversion or restoration of hitherto neglected properties.

Islington is a case in point. The borough on the hill to the north of the City of London was once the resort of kings and queens, noblemen and merchants. Its historical and literary associations are legion, though perhaps it should be recorded that the "Angel" Inn was never within the borough boundaries. In the last century parts of Islington began to decay, but in recent years the aesthetic virtues of dilapidated houses in its streets and squares have been recognised. Restoration and repair have been carried out. Duncan Terrace, for instance, shows again its original handsome proportions. Indeed, there are those who favourably compare Islington with its rivals on the other hill of London north of the Thames, Hampstead and Highgate.

Fulham Road, one of London's longest thoroughfares, possesses a varied character. Its start, going west, is in exclusive South Kensington. Further on it cannot be said to be particularly inspiring, except perhaps for those marching home from a Chelsea victory at Stamford Bridge or the historically minded who like to recall the road's associations with John Wilson Croker or Wellington's Chief Engineer, Burgoyne. But where it runs as the frontier between Kensington and Chelsea, it has off it many small streets, some with gaily-painted houses. All the indications are that more of these streets will follow the trend.

All true Londoners have a deep affection for the river which caused the first inhabitants of their city to site their dwellings by its banks. One can never pass over a Thames bridge without noticing someone gazing from the parapet on the "liquid history" flowing below.

Those who claim to "live by the river" have a special status. It matters not at all where their outlook is on the busy tidal waters—at Fulham or Hammersmith or down in the dock area. They are recognised as having a very particular view on London. In the lower reaches there are many old bow-windowed houses looking directly on to the river. They have attracted creative artists of many kinds, Keats among them. Currently they seem to be especially favoured by painters.

Traditionally fashionable districts are also doing all they can to attract new dwellers. One of Geoffrey Fletcher's drawings on these pages shows Knox Street, in Marylebone. Cottages were erected here for artisans at the time when New Road, linking outlying villages to London, was being built. The cottages off what is now called Marylebone Road kept their character until about ten years ago. Now some of them have been refurbished and painted in bright colours to provide accommodation for those wishing to be smart and up to date.

A TERRACE OF HANDSOME PROPORTIONS: Duncan Terrace is another of the rows of houses in Islington which have been restored after falling into a serious state of dilapidation. Their late Georgian proportions can now be fully appreciated, and their value is enhanced by their looking on well laid out gardens. In its first period of fashion, soon after the Terrace was built, Charles Lamb was among the tenants. He and his sister occupied what was then known as Colebrook Cottage. During his tenure Lamb wrote the *Essays of Elia*.

CRUFT'S—THE GREATEST DOG SHOW

The Correct Etiquette in Patting the Entrants at what is the Noisiest Show in Britain, Except Possibly the Farnborough Air Show

By BRIAN VESEY-FITZGERALD

SEVEN thousand dogs make a great deal of noise. With the exception of the Farnborough Air Show, Cruft's, I think, must be the noisiest show in Britain. I suppose that one could maintain that it is noisier than Farnborough, not louder, but more consistently noisy, since at the latter you do get periods (not very many admittedly) of complete silence, whereas there are none at Cruft's.

But there is a difference. At Farnborough, even during the brief intervals of silence, you are always aware of noise, are tensed all the time to receive the next blast. At Cruft's, after a short while, you become quite unaware of the barking, the yapping, and the whining. I hasten to add, since dog-lovers are sometimes inclined to be a little bit touchy about "man's best friend," that I am not suggesting that all the dogs in the show do all these things all the time, only that there is no time when one is not doing one of them. Anyway, you absorb the sound; it billows past you, leaving you untouched. It is then that you become aware of the humans. They make a lot of noise, too: a soft, cooing sound. Like the pigeons in Trafalgar Square, expressing their thanks for breadcrumbs and their admiration for the donor, they are expressing their admiration for these canine aristocrats.

But you have to be careful about this. Some dogs are "coo-able" and some are not. There are snobbisms attached to this, and it is all too easy to show that you are not one of the inner circle. Mr. Stephen Potter, that very acute observer of our social customs, has pointed out that while it is perfectly all right, even if you are a man, to make cooing noises over a lap-dog, it is definitely not right, even if you are a woman, to do so over a gundog. Mr. Potter, as usual, is correct. But he does not go far enough. He has only touched upon the fringe of the matter. You can coo over a lap-dog or any "non-sporting" dog (especially if it is small): you should not coo over a gundog or a hound. That may sound simple and clear-cut enough: in fact, it is a generalisation which demands immediate qualification.

Consider the gundogs. To coo over a Labrador is unthinkable, very bad form indeed: a manly pat, a quick scratch behind the ears, is the most you should allow yourself. But to coo over a Cocker Spaniel, especially a Golden Cocker, is quite the thing. Do not, however, think that this applies to all spaniels. It is definitely not done to coo over a Clumber, and to do so over a Springer will cause an eyebrow to be raised here and there. With hounds, the position is much simpler: only Dachshunds, strictly speaking, are coo-able, though some latitude is now allowed with the Whippet. On the other hand, the terrier position is extremely complicated. You are expected to coo over a Skye Terrier, and it is considered desirable (in moderation) to do so over Cairn Terriers and West Highland Whites. But you will blot your copy-book pretty badly if you are caught doing so over an Irish Terrier or a Staffordshire Bull Terrier.

Just as there are snobbisms in the dog world, so there are fashions. Fashion kills some of the small snobberies and makes others. For example, fashion made the Cocker Spaniel, a gundog, coo-able. The fashionable breed at the moment is the Miniature Poodle. For the fifth year in succession it stands at the head of the "hit parade," so to speak: the annual registrations with the Kennel Club run well into the 20,000's, which is nearly three times as many as those achieved by the next breed. It seems improbable that it will ever be deposed.

But it is as well to remember that that has been said of other breeds in the past: the Cocker Spaniel was a long way ahead of the parade at one time. The other members of the "top ten"—it is difficult not to use the terminology of the "pop" song—are the Pembroke Corgi, the Alsatian, the Boxer, the Toy Poodle, the Cocker Spaniel, the Pekingese, the Labrador, the Dachshund and the Yorkshire Terrier. I will not vouch for the order of the last places. There are several other breeds with annual registrations in the 2,000's, and one, or perhaps two, of them may have squeezed into the "top ten." It would be easy enough to check, but it is not vitally important.

What is vitally important is fashion. It is more important to-day than ever it has been. I do not think that there can be any doubt about this. To-day, the vast majority of dog-owners in Britain are women: and women are as fashion-conscious in the matter of dogs as they are in the matter of clothes. The dainty mincing Miniature Poodle, the mannequin of the dog world, owes its pre-eminent position entirely to women. I think that that is equally true of the sixteen most popular breeds, the breeds with registrations running into the 2,000's annually: with perhaps four exceptions, the Alsatian, the Boxer, the Wire-haired Fox Terrier and the Collie, about which I would not care to be dogmatic, they owe their position to women. But fashion, in the dog world at any rate, cuts both ways. It is the excessive popularity of the Miniature Poodle, the very considerable popularity of certain other breeds, which makes some people determined to be different, and keeps the unfashionable breeds in existence.

Were it not for women the pedigree dog world in Britain would be in a pretty bad way. As it is, it has never had it so good. This may not be apparent at first sight. Just after the war the dog world was booming. There were then more than 4,000,000 dog-owners in Britain. By 1956 this figure had dropped to 3,500,000. To-day it stands at about 2,500,000, and it is still dropping steadily. That certainly does not look like a boom: it looks much more like a slump. But, oddly enough, the number of registrations at the Kennel Club climbs steadily upwards.

In 1955 it stood at just over 90,000; in 1956 at just over 100,000; in 1957 at just over 103,000; in 1958 at just over 115,000; last year at just over 126,000, a leap of 10,000 odd in the year. The two sets of figures may appear contradictory. The big drop in the number of dog-owners is due in no small measure to the refusal of certain local authorities to allow dogs to be kept on council estates, and this is an attitude which seems to be spreading. The mongrel population is steadily declining. But people who are able to keep a dog, and want to keep a dog, now want a pedigree dog. It is but one more sign of the general national prosperity.

The increasing demand for pedigree dogs has meant an increasing number of breeders. We have become the leading dog-exporting country in the world. The Earl of Northesk, in a recent speech in the House of Lords, pointed out that in 1958 the dollars earned by dogs exported from this country exceeded £250,000. I have not the figure for 1959, but it will certainly be much more. But, quite apart from the large and highly expert breeding kennels, dog breeding has become a fashionable and flourishing "cottage" industry, conducted mostly by women. Lord Northesk, in the same speech, put the number of those now breeding pedigree dogs for sale at something over 50,000. It seems a fantastic figure, but I am sure it is not an exaggerated one. I have seen it stated that in the foreseeable future the mongrel may be a rarity. It certainly looks like it.

Has all this brought about a change in the public attitude towards dogs? I think it has. Not, unfortunately, in the amount of neglect, in the numbers of dogs turned out to fend for themselves when the annual licence becomes due. True, the numbers of these are many thousands less than they used to be. In 1947, 23,000 strays were received at Battersea Dogs' Home, last year only some 11,000: and a similar decrease is shown at other homes. But it must be remembered that in 1947 there were nearly twice as many dog-owners: the proportion is roughly the same, and a disgrace. But, for the most part, these are not people who want to become dog-owners; mostly they are people who buy puppies as toys for the children, and turn them out when the children become tired of them or when the licence is due. Their numbers will continue to decrease: the television makes a better toy.

But among dog-owners proper there has, I think, been a great change in attitude in recent years. There is a much wider general knowledge of dogs, and especially of pedigree dogs, than there used to be. This has been fostered by some really excellent television programmes. It is now uncommon to be stopped in the street and asked what sort of dog you have, when you are walking with one of the unfashionable breeds. The breeds, even the really uncommon ones, are now widely known.

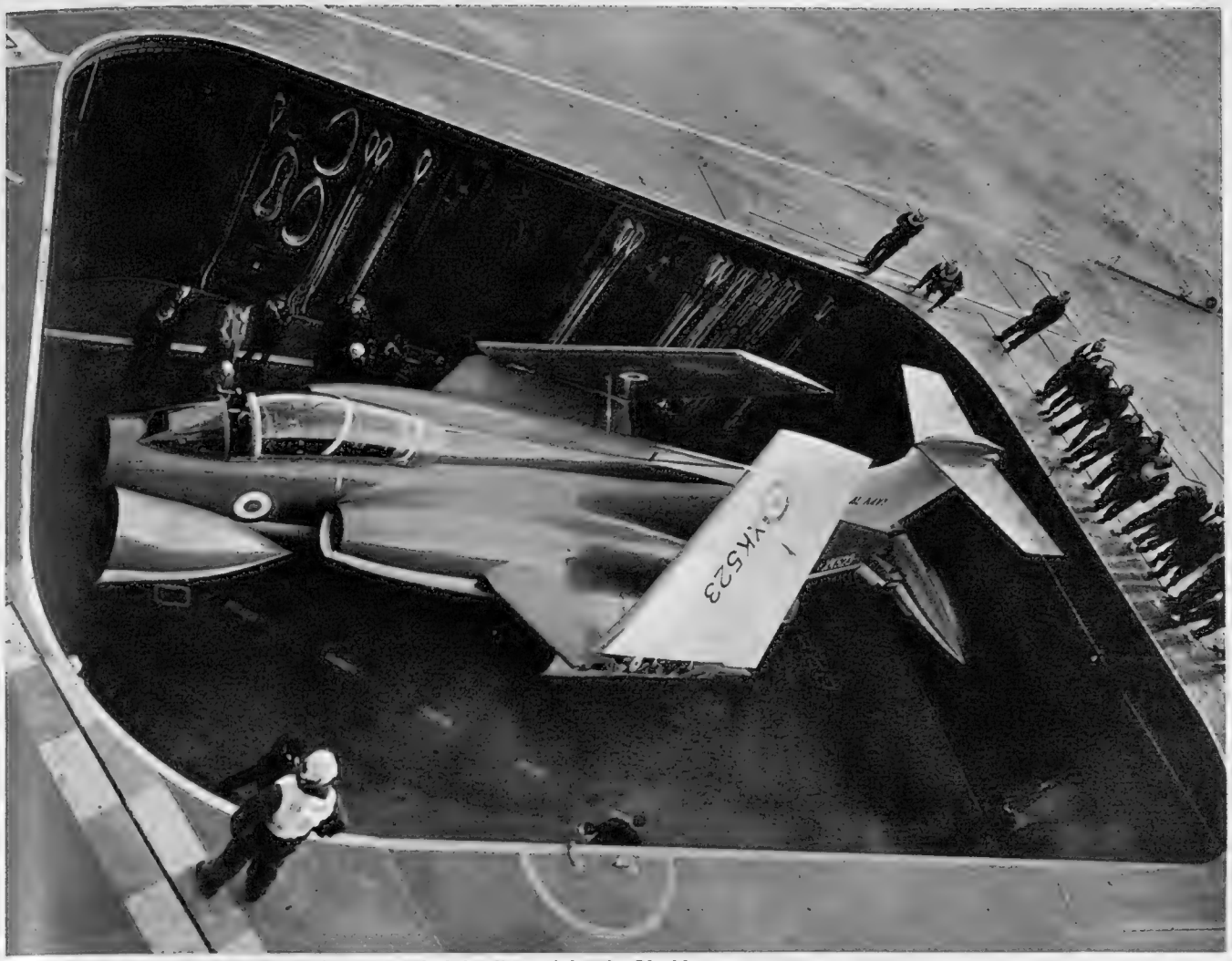
You can notice a different attitude at Cruft's, too. Each year sees more and more dogs—this year was a record entry, which is certain to be beaten next year. The competition is much keener, the standard generally much higher. Cruft's is the greatest dog show in the world, but it has in recent years become more than a dog show. It has become a social occasion: one of the correct things to do. Inevitably, this has made a difference in the crowd. It is not, I think, as expert as it used to be. The general knowledge is certainly much wider, but there is not, it seems to me, the absorbed interest in the judging (except for Best in Show) that there was, say, in the '30's. There are to-day very many more women in the crowd. It is more sentimental, more worshipful, more calculating. The pedigree dog is a social asset: you need to be pretty careful about it.

There can be no doubt that to-day as much thought is given to the food and to the grooming (if not always the exercise!) of the dog as is given to many children: more sometimes. There can be no doubt that, nowadays, people generally take a much greater personal pride in their dogs than used to be the case. The great growth of training clubs is evidence of this. People not only want to be seen with a pedigree dog, and a well-groomed pedigree dog: they want to be seen with a well-trained pedigree dog. The motive is not altogether unselfish. If the dog is noticed, the owner is likely to be noticed. Very gratifying. But I am all for it. It is a harmless conceit. And the dog certainly gains. It is not only the pedigree breeder who has never had it so good. Pedigree dogs have never had it so good.

THE OPENING OF THE SHOW: The scene at Olympia, in London, on the first day of this year's Cruft's Dog Show is of the judging in action. Entered were 7,209 dogs of 117 different breeds, which is a new record. Last week's show was the sixty-fourth of the series and the eleventh under Kennel Club direction. The first was held in 1891.

BRITISH AIRCRAFT AT SEA

Machines for the Royal Navy and the R.A.F.



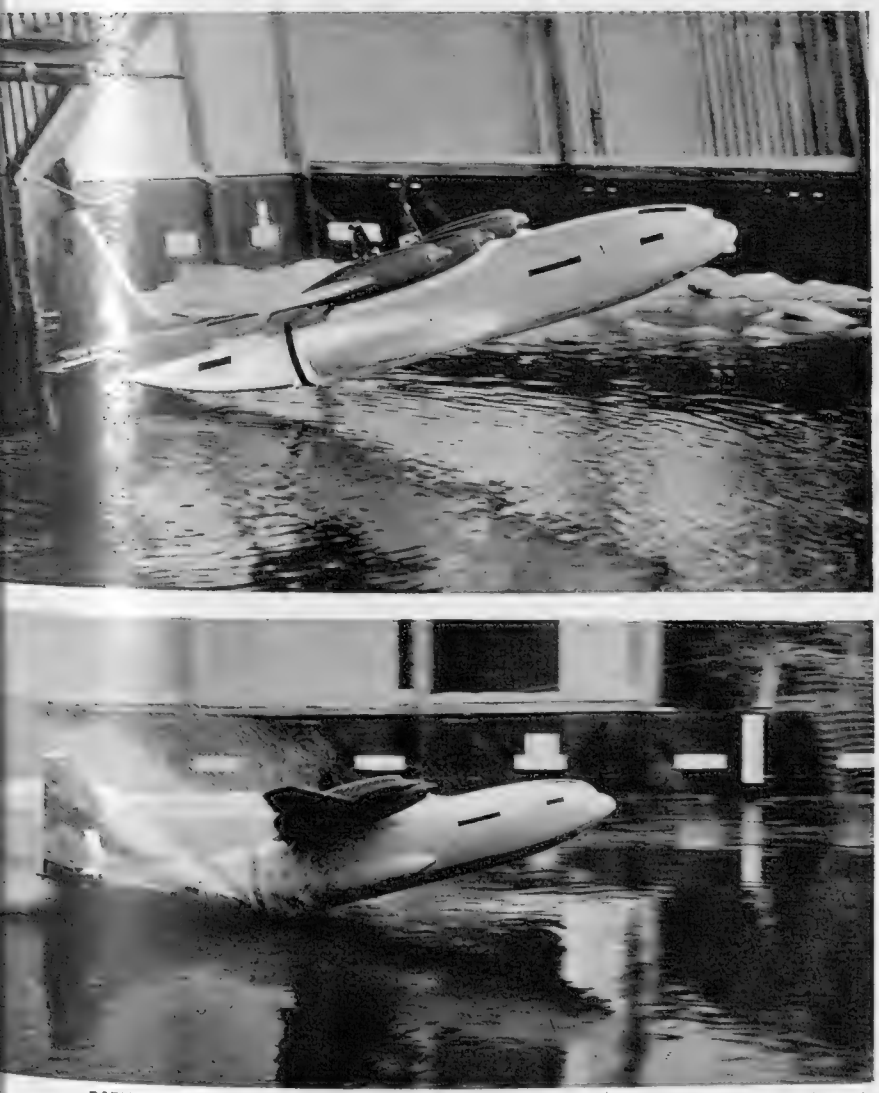
A LOW-LEVEL STRIKE AIRCRAFT: On its recent deck-landing trials, the Blackburn NA.39 is carried down to its hangar in H.M.S. *Victorious* on the lift from the flightdeck. Its wings and its nose are folded and its air brakes, at the rear of the fuselage, are opened to their fullest extent in order that the relatively large aircraft can use the lift. The normal overall length of 62 ft. 4 ins. is reduced to 50 ft. 7 ins., and the wingspan of 42 ft. 6 ins. becomes a folded width of 20 ft. *Right*—The launching strop falls away as an NA.39 takes off from *Victorious*. A steam catapult and full engine power give the aircraft flying speed.

Few details of the Blackburn NA.39 Naval strike aircraft, which recently underwent its first deck-landing trials with H.M.S. *Victorious*, have been officially released. A transonic, low-flying aircraft, it is being developed for the Royal Navy as a replacement for the Westland Wyvern. A development batch was ordered in 1955 and the first of these flew in April 1958.

Sailing from Portsmouth, *Victorious* experienced the full range of weather conditions, from flat calm to gales, during the period of the deck-landing trials. The first landing and launching were made by Lieut.-Commander Derek Whitehead, Chief Test Pilot of Blackburn Aircraft Limited, with Flight Observer Mike Bailey in the rear seat. The trials occupied three-and-a-half days and thirty landings and take-offs were made successfully with two aircraft.

For take-off, the NA.39 is attached to a steam catapult by a launching strop and a hold-back. The two de Havilland Gyron Junior turbojets give full engine power and flying speed is achieved in a very short distance after launching from the catapult. The landing speed of the NA.39 is unusually low for a jet aircraft. High-speed air is blown from slits in the leading edge of the wings, as well as forward of the ailerons and flaps and the leading edge of the tailplane; this increases lift and lowers the stalling speed.

The NA.39 can carry nuclear or conventional weapons in its large fuselage bomb-bay. The Navy's new strike aircraft is said to be unique in that it is the only machine in production specifically designed to withstand the rigours of high-speed low-flying. It can penetrate beneath radar screens and thus would avoid being a target for enemy guided missiles.



PART OF A RIGOROUS TESTING PROGRAMME: A scale model of the Short Britannic freighter lands in clouds of spray on the water of a special tank built at Cowes, in the Isle of Wight. Over several months, ditching tests using the one-eighteenth scale model of the freighter have been carried out to determine the characteristics of the freighter during forced landings on the water. A special launcher catapults the model into free flight so that it touches down at speeds equivalent to 100 knots for a full-scale Britannic. It was reported that the tests showed that serious structural failure under these conditions was unlikely. The Short Britannic, a four-engined military transport, which has been specifically designed to carry heavy freight, including guided missiles, has been selected for the R.A.F. The first prototype is due to fly in 1962.

ON THE DECK-LANDING TRIALS: A Blackburn NA.39 approaches the flightdeck of *Victorious* which is travelling at speed. The air brakes of the aircraft are fully open, the wheels and hook are down, and the flaps and ailerons drooped. The approach speed is unusually low.

THE EFFECT OF THE TOKEN STRIKE OF RAILWAYMEN: A section of the special Horse Guards Parade car park, part of London's Pink Zone scheme, is full of cars. By mid-day the park was completely full. As a result of the token strike by some railway workers, Underground services were severely curtailed and there were some 70 per cent. more cars in Central London. With the increased traffic buses ran very late.

CHAOS REIGNS IN LONDON

Traffic Conditions during the Strike of Underground Railwaymen

A fortnight before the threatened national rail strike, Londoners were given a foretaste of what conditions might be like. Only Underground services were affected in the partial token strike on Monday of last week. The London District Committee of the National Union of Railwaymen had recommended, the day before, a cancellation of the stoppage, while expressing solidarity with any depots which decided not to work. As a result, main line and suburban services run by British Railways operated normally. Underground men, who are not directly involved in the pay claim, over which the N.U.R. called the national stoppage, did not all report for work. Throughout the day the position worsened. By the evening rush-hour only eighty-five out of a total of 493 Underground trains were running. On some lines there were no trains at all and on others services were severely restricted.

Many people drove cars into Central London and the A.A. estimated an increase of 70 per cent. in traffic. Coming to work thousands of people were late, and many others did not arrive at all. Conditions became chaotic in the late afternoon and evening. Trafalgar Square, Piccadilly Circus and Oxford Circus were the central points of traffic jams coming up from every street. The R.A.C. reported: "Practically the whole of the West End and City is one fantastic tangle of traffic jams, crawls and snarls. This is easily the worst rush and crush day we can recall." An A.A. patrol car, travelling through the worst of the traffic, took 2½ hours to cover five miles. It was eight o'clock in the evening before the traffic began to return to normal.

There were the scheduled number of buses on the roads but the traffic congestion and the vastly increased demand for buses made nonsense of timetables. London Transport officials and police used loud-hailers to keep long queues of people in some sort of order, but there was still jostling when a bus eventually came along. Rain added to the discomfort. At Underground stations where a restricted service was being operated, homeward-bound travellers thronged the platforms. There was a fantastic rush when a train did come in.

***Above*—LONDONERS GETTING TO WORK: Long queues of people wait for buses. Main line and suburban train services run by British Railways were running normally. The main difficulty was moving about Central Londo**

A SOLID MASS OF TRAFFIC: Lines of vehicles in both directions cram Regent Street near Piccadilly Circus (in the background). On the pavement a long queue waits for buses delayed by the jams. Conditions in Central London were described by the A.A. as "the worst traffic chaos ever experienced." Till 8 p.m. an area of five square miles was a solid mass of almost stationary vehicles.

On right—AN AREA SERVED BY LONDON TRANSPORT: Long lines of traffic move along Hendon Way near the Finchley Road junction. With tube services out of action or curtailed many workers drove into London.

The Sphere of Travel

MORE HOLIDAY IDEAS

In France, Italy, Austria, Yugoslavia, Tangier, Greece, Spain, Portugal and Malta

By GORDON COOPER

A FORTNIGHT ago I made some suggestions in these pages for holidays in Northern Europe: the kind of holidays I would wish to incorporate in my own particular "lazy" travel year. I continue now with some more ideas covering countries in Southern Europe.

FRANCE.—For some strange reason, the British tend to neglect Savoy, one of the most beautiful of French provinces. Yet it is easily accessible, especially the resorts of Thonon and Evian, both of which lie beside the Lake of Geneva and within easy reach of Geneva and Lausanne. Evian-les-Bains is a fashionable place, with splendid hotels, luxury shops, parks and a casino. There is a Mediterranean atmosphere about this famous resort; there are vineyards, walnut trees, and even an occasional olive grove. Apart from the gambling, there is no lack of entertainment to be had at this spa, including bathing, golf and pleasant excursions to be made on the lake steamers.

Then, for those who like luxury, there is the excellent Hotel La Verniaz, which is beautifully situated a little above the town and has a number of individual chalets for guests. I can testify, too, to the excellence of the cuisine—it has a Michelin star—and horse-riding facilities are available. The little town of Thonon, a few miles away from Evian, is a less pretentious resort and also less expensive. It is a pleasant place: an ancient little town with a fishermen's quarter, two seventeenth-century churches of Italian architecture and some historic buildings. Lake steamers call at its port, and I find voyages on the tranquil waters of the Lake of Geneva peculiarly satisfying.

ITALY.—Some years ago I discovered the island of Ponza, but kept quiet about it. Now this summer the indefatigable Erna Low includes it in her list of summer holidays. But this small island, reached by boat from Formia, remains fairly unspoilt. Here there is a pleasant hotel standing in a lovely position by the sea. There are good beaches where you can bathe and sunbathe, and there are entertaining and colourful cafés where you can mix with the "locals" and dance in the evening. The scenery on Ponza is beautiful, and it is an ideal place for painters and photographers, while it will appeal to all those in search of an unusual holiday in a romantic setting. A holiday there could be combined with a few days in Rome or in Naples.

Another Italian holiday suggestion is a music tour organised by Harold Ingham Limited. There are two departure dates—July 25 and August 1, and the fifteen-day trip costs 46 guineas. During a stay of three days in Rome two open-air operatic performances in the Caracalla Baths are arranged. After short stays in Florence and Venice, Desenzano, on Lake Garda, is the final halt. From this resort nearby Verona is easily reached, and in this fascinating city two performances of opera in the great Roman Arena will be attended. Altogether this seems to me to be an admirably planned tour, and the cost most reasonable.

AUSTRIA.—While the Passion Play at Oberammergau is an outstanding traditional event this summer, I suggest that a similar play given at Erl, in the north-east corner of the Tyrol, is equally satisfying. This celebration, founded in 1633, is played by local farmers and artisans in their specially constructed theatre. Many people, including the present Archbishop of Canterbury, have found these Tyrolean Passion Plays outstanding and even superior to some of the more famous performances given in Oberammergau. For dates and seat bookings I can only suggest that you contact the Tiroler Landesreisebüro in Innsbruck, although F. and W. Ingham can make the necessary travel arrangements. Should you wish to stay in this little-known corner of Tyrol, then pleasant resorts are Walchsee, Koessen, Ellmau and Oberau, in the Wildschönau.

For the more sophisticated there is also Kitzbühel, with every opportunity for sport and entertainment, while this unique town, with its gaily frescoed houses, suggests a scene in some operetta. Even the town hall is a jolly affair, and one feels that the local magistrates must have a civic music-box to entertain them during their deliberations.

YUGOSLAVIA.—Last year in these pages (October 10) I described a tour I made through Southern Yugoslavia. The interesting itinerary I followed would, however, be a little difficult to follow unless one had one's own car; and the roads in this part of the country are pretty rough. I am glad to note, though, that one travel agent (Ramblers' Association Services) has organised four such tours. From Belgrade, a visit is then made to Smederevo, an old walled town on the Danube, after which the route continues through the lovely Morava valley to Despotovac and the Manisja monastery, one of the most impressive in Europe. On the third day of the coach tour Skopje, capital of Macedonia, is reached.

From this interesting city the tour continues on to Prilep, in the centre of rich tobacco lands, and thence over the mountains to Ohrid. With its lovely old houses clustered about the castle-topped hillside, its lake of lapis lazuli water—the home of a most tasty salmon-like fish, the "Letnica"—the colourful market-place, ancient mosques and monasteries, with their superb medieval Byzantine frescoes, Ohrid has not changed much through the centuries. A day's excursion is made to Sveti Naum, close to the Albanian frontier and the home of an outstanding church. At £49 10s. for a sixteen-day tour I think this is a real travel bargain for the right kind of traveller.

A less strenuous holiday, especially for those interested in spring flowers, would be to visit the Karawanken Mountains, in Yugoslavia, just over the Austrian border. Here Bled is an excellent centre, for it has good hotels, and facilities for many excursions. Its lakeside position is also delightful, and you are surrounded by glorious mountain scenery. There is bathing and rowing on the lake, and some good walking and climbing for the more energetic. Erna Low offers an organised tour (fourteen days) there for £43.

TANGIER.—Last autumn, for my own holiday, I chose this meeting-place of east and west. I found its conditions just suited to my taste: comfortable hotels, interesting food, a lively environment and amusing after-dark life, fascinating excursions, and, above all, a superb beach. From my hotel I almost stepped into the sea. I think that while the "best" hotels may not be actually adjoining the sands, it is better to stay in one of the less pretentious establishments that are—at least if you just want to laze, swim and sun-bathe. Among the excursions, a combined one to Tetuan and beautiful Xauen should on no account be missed; Gibraltar, possibly the best shopping centre in Europe, is easily reached; and then there are the great imperial cities of Morocco (Rabat, Meknes, Fez) which offer a rewarding three-day tour. By air, Tangier is easily reached by direct flight (Viscount); and I can recommend Horizon Holidays, who offer a fourteen-day visit there from 56 guineas. It is worth while to pay a couple of pounds more, however, in order to secure a bedroom with a sea view. B.E.A. also offer an inclusive holiday in Tangier from £61 4s. for eight days, £74 12s. for fifteen days—bookings only through travel agents.

GREECE.—With the considerable decrease in air fares, access to this land, with its wonderful sights, is greatly improved. There is so much to see and do that in a short holiday one must be selective, leaving other places for a return visit. For the energetic, I suggest a four- or five-day coach tour to the famous classical sites on the mainland, followed by a restful cruise to some of the outstanding islands in the Ægean. But such an itinerary is best followed either in the spring or autumn, for during the summer the weather is very hot. For a lazing holiday, I can recommend the Astir Bungalow Colony (with separate huts and a fine beach), ten miles distance from Athens, the Green Coast Village at Cape Sunium (forty miles from Athens), or a stay on one of other of the islands: Rhodes, Corfu and Mykonos are the most fashionable, for the escapist there are Skiathos, Ægina, Spetsæ, and for the archæologically minded no place excels Crete.

Then for those who wish to enjoy the magic of Greek country life, it is possible to arrange through the Royal National Foundation (9, Filellinon Street, Athens) for

MALTA *Decorated with eyes and ears, the watch tower overlooks Valletta Grand Harbour. The capital of Malta stretches into the background.*

BY COMET TO SOUTH AMERICA: OTHER TRAVEL SERVICES

The big travel news of the moment is the re-opening of the B.O.A.C. service to South America. A Comet IV will be leaving London on Mondays and Thursdays for Santiago, returning on Wednesdays and Saturdays. Stops will be made at Lisbon, Dakar, Recife, Sao Paulo, Montevideo and Buenos Aires. The time taken for the whole journey between London and Santiago is 25 hours 15 minutes. Sao Paulo is 17 hours 25 minutes, Montevideo 20 hours 50 minutes, and Buenos Aires 22 hours 15 minutes away. Once a week the service will also call at Madrid, which will add approximately 1 hour to the timing. As soon as the runways at Rio de Janeiro have been developed, this stop will also be included. Twenty-four first-class and sixty-three tourist-class passengers can be carried on each flight.

Another new service has already been introduced once a week to Bogota, Colombia. This will be operated by Britannias, which will also call at Bermuda, Trinidad and Caracas.

Few people seem to be aware of the express bus services across Europe which stop at night en route at good-class hotels and carry hostesses. Three such services are of particular interest to holidaymakers from this country. The first runs from Boulogne through Paris and Nancy to Innsbruck, the journey taking three days. The return fare, although there are intermediate stages which can be booked, comes to about £11 5s. and the additional charge for hotel and meals varies between £5 and £6 each way. A similar service runs between Boulogne, Paris, Geneva and Montreux, again taking three days for night stops at Rheims and Beaune. The return fare is about £10 and the accommodation and meals charge is £5 10s. one way and £6 5s. the other.

The third service, which appears to be particularly attractive, is between Paris, Grenoble and Venice. You stay the night at Bourg-en-Bress and Turin. The fare is dearer, £15 10s. return. Single fares can be booked, of course, with £6 10s. being charged each way for meals and accommodation. These services run from the beginning of May until the end of September, and they can be booked in London at any travel agent.

Fares on the air-coach service from London to Paris are being reduced in price from April 1, although it is as well to check the times of any flights for which the cheaper fares apply. For an example, a thirty-day excursion return for off-peak periods is £8 5s., leaving Victoria coach station at 5.45 a.m. or 6.30 a.m. and arriving in Paris at 11.15 a.m. and twelve o'clock.

A night excursion return which is valid for ninety days is even cheaper, £7 5s. being all that is asked. You leave London at 5.15 a.m. and arrive in Paris at 10.45 a.m. and on the return journey you leave at 6.15 a.m. and arrive in London at 11.45 a.m. The ordinary return fare is £10 15s., which indicates that quite a saving can be made by being an early bird. Skyways, who operate this service, also run planes down to Lyons, Nice, Vichy, Montpelier, Dijon and Tours at similarly attractive fares.

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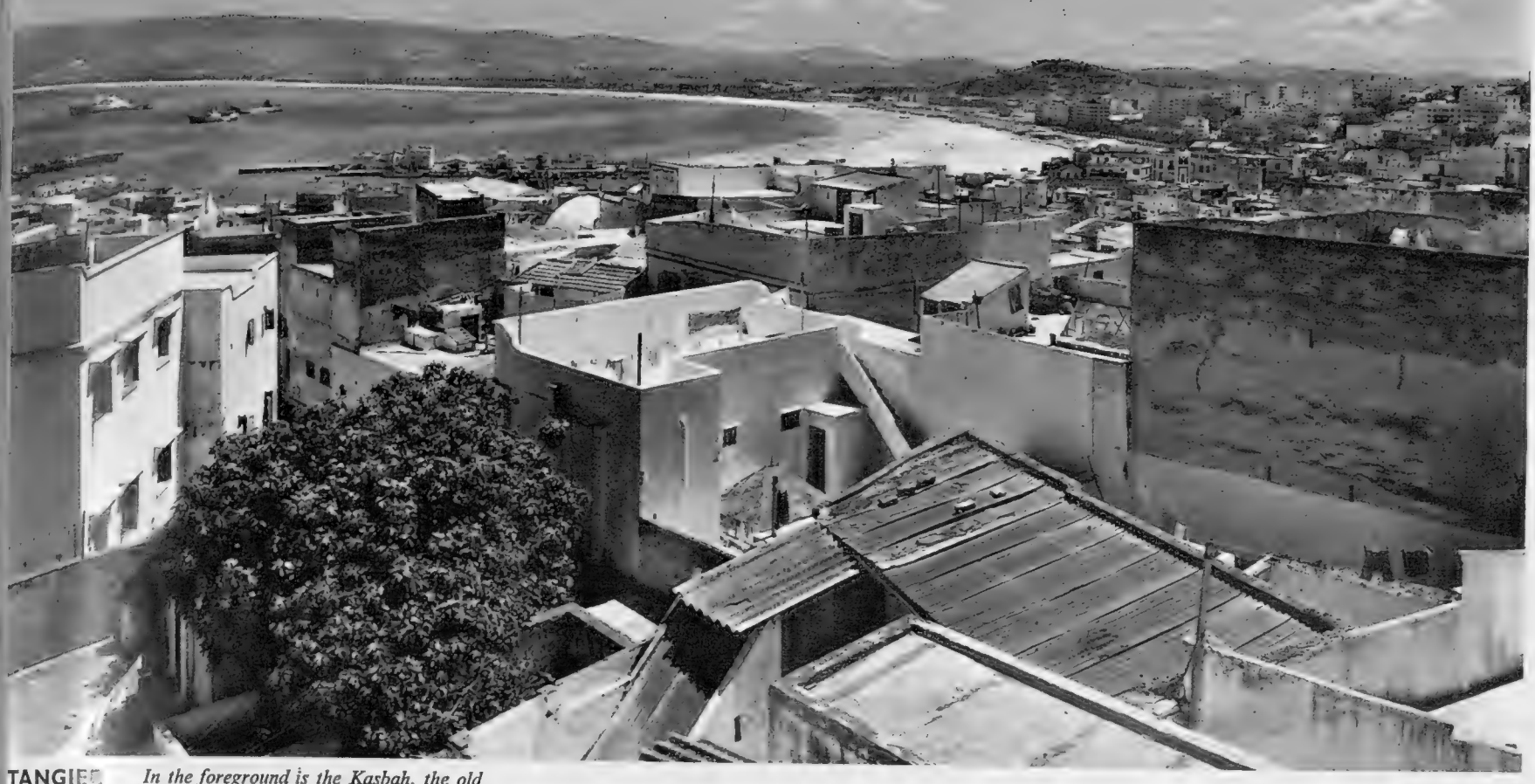


TANGIER. *In the foreground is the Kasbah, the old part of the city, and in the background the modern buildings of the new quarter.* On right *is Tangier's fine beach.*

accommodation in a private home in certain villages. This organisation issues an excellent brochure (in English) describing the various centres available, and it can arrange bookings. For holiday package tours to Greece, I can recommend Oceanways, Wings Limited, and B.E.A. Travelling by the last named, by their Comet 4B, an eight-day holiday in Athens costs £85 (inclusive), and £4 more for a fifteen-day holiday. Going by Comet, by the way, is a marvellous experience in itself; the journey takes under four hours.

SPAIN.—During the hot, summer months the chief appeal of this ever-popular holiday land must lie in its seaside resorts, leaving the art cities for spring and autumn visits. At the same time, despite the considerable number of resorts, these tend to be rather overcrowded with one's own compatriots and other foreign visitors. It is not easy to advise on suitable alternatives, although these can be found. I will omit the various fishing villages on the Galician coast, for the weather there is rather uncertain; but you will get the desired warmth and good bathing conditions at Castell de Ferro and Almunecar, both on the Andalusian coast and at Cala San Vicente, a small resort on the northern coast of Majorca. Castell de Ferro can be reached by daily bus from Malaga and Granada, both the routes being superbly scenic. There is one pleasant second-class hotel, the Meson Castell, which adjoins the beach and also has its own swimming-pool. So far this place has escaped the attention of travel agents, although it is favoured by German visitors.

Cala San Vicente is a tiny fishing village situated on a rugged coast. Here there is a splendid beach, and the clear water is amazingly warm for swimming. There is splendid walking along the nearby cliffs and up the inland hills; and coach excursions are available to Palma and other places of interest on this lovely island. Although the resort is now being developed, yet it still remains an ideal spot for an escapist, lazy holiday.

PORTUGAL.—Almost unknown to foreign visitors is the seaside resort of Figueira da Foz, lying between Oporto and Lisbon. It is, however, popular with Portuguese holidaymakers attracted to it by reason of its fine sandy beach and its amenities. There is a gambling casino, and the town is not unlike some of the Belgian seaside resorts. Thirty miles to the west is the ancient university city of Coimbra, while other convenient excursions can be made to Batalha, Nazaré, Alcobaça, Tomar and Fatima. Both Wings and Lammin Tours offer coach tours in Portugal—a good way of seeing this beautiful country.

MALTA.—This picturesque island, with its warm sun and sandy beaches, its fine classical buildings and many remarkable prehistoric remains, offers a holiday that is different. Between July and September the weather, however, can be uncomfortably hot, but for sun-lovers this may well be a lure. Access, too, by air is convenient, and there are, of course, no language difficulties. B.E.A. offer inclusive tours.

AWAY FROM WINTER'S GRIP

February and March, the two most unpleasant winter months in Britain, are upon us. Having recently made a cruise by the Greek Line to Madeira, Tenerife, Las Palmas and Casablanca, I am convinced that for a brief escape to the sun it cannot be excelled. The round trip, including a day ashore at each port of call, occupied twelve days. My ship, the *Arkadia*, was most comfortable, and food, wines and service were beyond criticism. If desired the cruise can be broken, continuing by the ship's next call. In Madeira, Reid's Hotel maintains its position as one of the world's outstanding hostelries, and many improvements have been made since I was last there. In Tenerife, Puerto de la Cruz is the best centre, and there are several pleasant hotels. Then, on Gran Canaria, I am sure that for those seeking a quiet holiday the Lentiscal Hotel, not far from Las Palmas, should prove entirely satisfying. In the city itself, there is the newly-opened Gran Canaria Hotel, which faces on to the magnificent "Las Canteras" beach, with year-round bathing.

FOR FURTHER INFORMATION:

FRANCE—66, *Haymarket, London, S.W.*1.
ITALY—201, *Regent Street, W.*1.
AUSTRIA—219, *Regent Street, W.*1.
YUGOSLAVIA—143, *Regent Street, W.*1.
TANGIER—*Baron Moss (PR) Ltd.*, 177, *Piccadilly, W.*1.
GREECE—195, *Regent Street, W.*1 (*opening shortly*).
SPAIN—70, *Jermyn Street, S.W.*1.
PORTUGAL—20, *Lower Regent Street, S.W.*1.
MALTA—24, *Haymarket, S.W.*1.

SPECIAL FIRMS MENTIONED:

Erna Low Travel Service, 47, *Old Brompton Road, S.W.*7.
Harold Ingram Ltd., 15, *St. John's Wood, Harrow, Middlesex.*
F. and W. Ingham, 26, *Old Bond Street, W.*1.
Ramblers' Association Services, 48, *Park Road, N.W.*1.
Horizon Holidays, 17, *Hanover Street, W.*1.
B.E.A.—For inclusive tours, apply to your travel agent.
Oceanways Ltd., 23, *Haymarket, S.W.*1.
Wings Ltd., 48, *Park Road, N.W.*1.
Lammin Tours, 67, *Blenheim Terrace, N.W.*8.

THE BIGGEST ATOM-SMASHER IN EUROPE: From the air can be seen the European Nuclear Research Centre at Meyrin, near Geneva, in Switzerland. It was formally inaugurated recently, but has, in fact, been in operation for some time. The large, submerged, wheel-shaped structure (left centre) is the proton-synchrotron, rated at 24 billion electron volts. In this equipment, protons are whirled round and round at extremely high speeds, successively boosted by sixteen radio-frequency controlled accelerating units. Designed to provide the means and information to study atomic structure, the equipment is the joint responsibility of various European countries, Britain being the biggest contributor, followed by France, West Germany and Italy. The proton-synchrotron, which is approximately 600 ft. in diameter, is rated at twice the energy of the largest existing such plant in Russia, but equipment is being erected at Leningrad which will have about twice the energy of Meyrin.

RESEARCH IN ATOMIC POWER

The Proton-Synchrotron at Meyrin in Switzerland; an Indian Atomic Reactor Under Construction

On right—

INDIA'S LARGEST ATOMIC REACTOR: At Trombay, not far from Bombay, is the site of the Indian atomic research centre. The dome (centre) houses the reactor, which is being built with funds from Canada under the Colombo Plan. From it runs a long jetty into the Indian Ocean so that ships can be unloaded. The tall chimney on the right is 450 ft. high. Now in an advanced state of construction, the plant is the largest research reactor in Asia, outside the Soviet Union. Since it is situated only seven miles from Bombay, it was decided to guard against the remote risk of accident by housing the reactor inside a huge steel shell. This was prefabricated by a Canadian ship-building firm. The plant is modelled on the first Canadian reactor. This is known as NRX and is situated on the Chalk River in Ontario. Atomic Energy of Canada Limited, a Federal agency, is responsible for the overall planning of the Canadian-Indian reactor, and a number of Canadian and Indian firms are engaged in the construction. Canada is estimated to be contributing nearly £3,000,000. On the Trombay site there are a number of other projects connected with atomic research of various kinds including another, but much smaller, reactor.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

NEW CAR FACTORIES TO COMBAT UNEMPLOYMENT

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

FEW people imagined, when the Government introduced the Local Employment Bill as its first parliamentary measure after re-election, that it would so soon be putting pressure upon the British motor industry to spread its manufacturing activities into Scotland and Wales. The Bill has not yet become law; no list of the places of "high and persistent unemployment" to which it will push or cajole manufacturers to move had been published at the time of writing; not all the Cabinet Ministers associated with it have shown enthusiasm for the pressure upon private industry that it involves. Some of the Government's opponents, indeed, had been inclined to argue that the measure, supposed to strengthen Government powers to influence the geographical distribution of industry throughout the country, might, in fact, be used to water down that influence.

Yet the Board of Trade, at the same time as piloting this Bill through its various stages in the House, was already, and with a good deal more forcefulness, putting the policy into effect. The timing was not within its control; it depended upon the motor industry. But the whole pattern of Government influence upon this new wave of motor expansion followed logically from decisions to which it had committed itself in its last term of office, and which had determined the pattern of steel expansion partly in the interests of the motor industry.

For the whole 1957-58 controversy about whether, or when, Britain would need a fourth wide strip mill to make steel sheet—an argument settled less than eighteen months ago, though to-day it seems rather remote—derived largely from the forecasts of demand by the motor industry, and the extent to which the steelmakers believed they were likely to be fulfilled. The motor industry was characteristically optimistic in its expectations. It was prepared to invest very large sums itself to back those hunches. But the steel industry, whose investment to make steel for cars had to be even larger, was inclined to feel that in the total demand forecast it might be assumed that every different motor manufacturer would expand his output at just the rate he would like, without any allowance for the competition in which some may succeed but others not.

This argument, in which the State-appointed Iron and Steel Board, partly representing steel consumers, was more sanguine than the British Iron and Steel Federation, resolved itself from an expert discussion over the timing of building a new mill into a bout of competitive political lobbying, with different localities in Britain pressing their claims to have the new mill, whenever it might be built, built in their areas. It was settled, finally, by the Government, which decreed that not one, but two new strip mills should be erected: one at Newport, in South Wales, the site favoured on technical grounds by most experts in the industry, and the other at Colvilles' newish steelworks at Ravenscraig, on the outskirts of Glasgow.

This Scottish site was a wholly fresh location for the manufacture of thin flat steel. It faced some possible cost disadvantages, in terms of the delivery of imported iron ore; but more important, it was quite a long way from the main existing British markets for sheet steel in the Midlands and the South. The Government, at the time, expressed its hope that the coming into being of a source of sheet steel in Scotland would attract industries using this material to the area.

It was, however, prepared to nudge its hopes towards fulfilment. And the opportunity came somewhat quicker than might have been expected. The motor industry had barely completed one wave of capital investment and expansion last year; but its output had gone ahead in that period faster even than it could have hoped. Immediately after the election results had opened the prospect that Britain could go on "having it so good," the companies announced a fresh set of investment programmes to expand their output even further. The British Motor Corporation said it was going to spend some £50,000,000; Ford indicated plans of a similar order; Vauxhall and Rootes talked of plans for further growth, while Standard had heavy investment ahead in its own reorganisation following the divorce from Massey-Ferguson.

It was clear that these manufacturers wanted to invest most of their new capital where they were already getting such good returns—at or near their existing main factories. The motor industry is one in which the largest possible scale of mass production, at least in certain departments, can bring down costs. At the same time, most of their main manufacturing areas were places of congestion, very full employment, and bitter competition for skilled labour. The main strengthening of policy that the Government had in mind in its new Local Employment Bill was the power to refuse Industrial Development Certificates for factory buildings in areas where it did not want more industry. It made clear to the motor manufacturers that it would use this bargaining weapon—to stop them expanding where they already were, or at least to limit the extent to which they could expand there. It also offered them a list of alternative sites in places of higher unemployment—to which it would on the other hand offer them every assistance in moving.

The first result of these pieces of Government-company bargaining was the new British Motor Corporation's expansion plan. It is a somewhat ingenious "package deal." The Corporation is spending £49 million in all, of which £3 million will be on overseas plants. Of the £46 million spent in Britain, £26 million will go into the re-equipment of existing plant in its main Birmingham and Oxford areas. The other £20 million will be invested in completely new factories in Scotland, Merseyside, and Wales (where B.M.C. already has a radiator plant). Scotland is to get the entire production of Nuffield tractors and of the group's heavier commercial vehicles; domestic equipment and some industrial equipment made by its subsidiary, Fisher and Ludlow, will go to Merseyside; and apart from extensions to the Welsh plant for radiators, a new press shop to make body subassemblies will be put up there. The Board of Trade is to build and finance these factories to B.M.C.'s requirements in the first instance and the Corporation will pay for them over a period of fifteen years. Part of B.M.C.'s Midlands expansion, a new packing centre for export of "completely knocked down" vehicles, will be built at Swynnerton, in North Staffordshire, another area of relatively high unemployment.

The second bargain about expansion of which we have had some detailed description is the Ford plan to invest £25,000,000 at Merseyside, which was announced last week. This sounds, potentially, more important for Merseyside than any of the B.M.C. branch plants will be for any "development district," because Ford's "major expansion" there is to include a press shop, "paint and trim," and final assembly of cars—though it does not appear, for the present, to include engine production. The plant is to cover 2,000,000 sq. ft., and will be designed to produce eventually 200,000 cars a year, adding about a third to the company's vehicle capacity (which may be further developed at Dagenham).

News of a third bargain, though few details, has come from Rootes, which will partly allay the continued anxiety that the Scots have expressed even after the B.M.C. and certainly after the Ford announcement. For production of the order of perhaps 150,000 tractors and heavy commercial vehicles a year, which is what B.M.C. hopes it may eventually achieve, would not take an immense amount of sheet steel—at a guess, perhaps less than 50,000 tons a year. But it now seems that the arrangement concluded earlier, by which the Pressed Steel Company is to make bodies for a new model of the Swedish Volvo sports car at Linwood, near Paisley, may be supplemented by orders for vehicle bodies from Rootes, which now plans to provide jobs for about 3,500 workers in a motor plant near this pressed steel factory. This should swell the potential demand upon the steel plant at Ravenscraig, which was already planned to produce some 200,000 tons of sheet in the early '60's, and which is now to go forward on a larger scale. By 1965, under plans recently approved by the Iron and Steel Board, it will be producing some 500,000 tons a year.

The Scottish company reports that it has already had an encouraging volume of enquiries for sheet steel in the area, and the revised plans for motor expansion will certainly call for far more sheet steel than had earlier been envisaged. Moreover, the Board of Trade is keeping up its discussions with Vauxhall and Standard; there is no doubt that it has been pressing the claims of Scotland, though some of the companies have clearly resisted. The Board has considerable powers to back its persuasion, and the Government seems committed to use them to redeploy more of the activity of this most rapidly-growing among British manufacturing industries around this tight little island. British industry may well view this exercise of pressure from Whitehall on private business decisions—by a Conservative Government—with some reserve. But the growing importance of labour supplies to any manufacturer offers the hope that the social needs of employment policy may not conflict too sharply with the economics of industrial location: moreover, in an island the size of Britain, it is hardly possible to put a factory terribly far away from where it ought to be.

THE SECOND UNDERPASS FOR LONDON

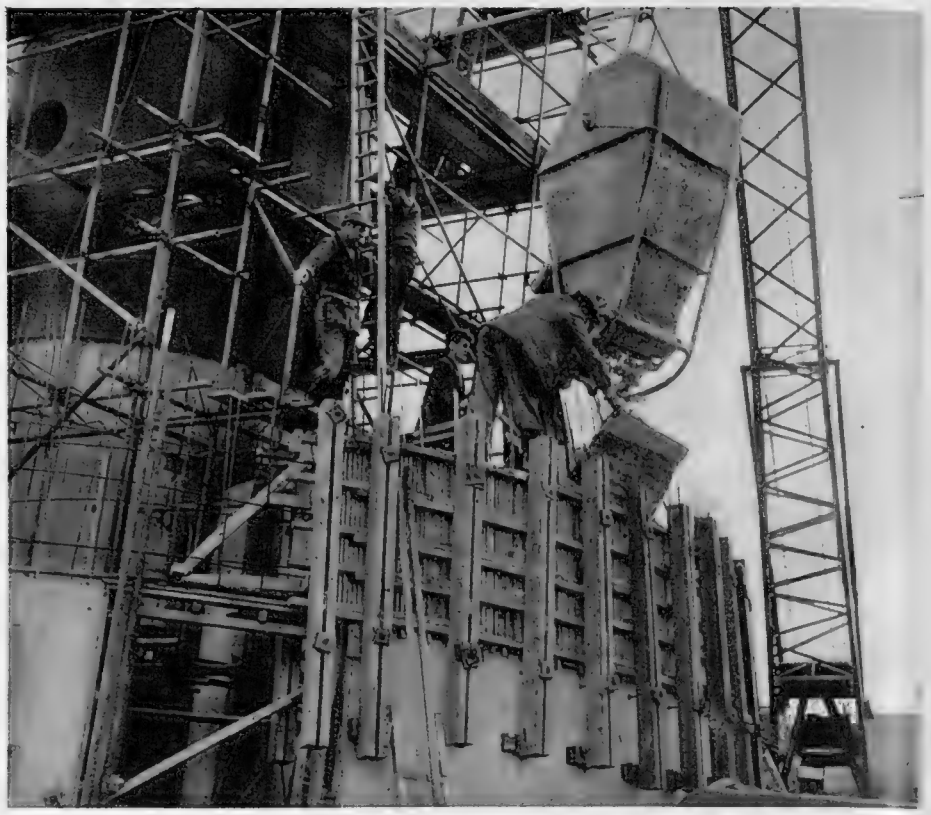
Work is in progress on the roofing of the underpass at the busy traffic junction of Hanger Lane and Western Avenue. It is estimated that from 8 a.m. to 8 p.m. every day 40,000 vehicles pass through the junction. To cope with this volume of traffic the underpass will carry the easterly and westerly flow along Western Avenue without interruption; the Hanger Lane traffic will flow over the top. (Hanger Lane is part of the North Circular Road.) The underpass will have dual-carriageways, with additional carriageways for turning traffic. Estimated to cost £761,000, the project was started in June 1958, the main contractors being A. E. Farr Ltd. This is the second underpass under construction for London; the first of them, on the Kingston Bypass, is due to be finished next month.

CONSTRUCTING A NEW LIGHTHOUSE: Work is in progress on the construction of the base of the tower for the new Dungeness light in Kent. The tower is built up of prestressed circular sections in black and white concrete.

THE REVOLUTIONARY DUNGENESS LIGHT

The first major lighthouse to be erected in Great Britain since the early years of this century, the new Dungeness light has been designed according to modern principles of construction. It is being built by Trinity House to replace the present Dungeness lighthouse, which will be hidden by the nuclear power station now going up on the site. Situated on a shingle headland, the tower of the new structure rises 130 ft. from the concrete base, formed by a spiral ramp enclosing the machine room. The slenderness of the tower has been achieved by using prestressed concrete drums, placed one above the other with high tensile steel wires running through the walls from top to bottom and tensioned with powerful jacks. By this method, it has been possible to achieve a tower with an overall diameter of 12 ft. and walls only 6 ins. thick. The new light will never need painting, since black and white concrete has been used. The contractors for the structure are the Taylor Woodrow Group of Companies, and they will finish their part of the work shortly. A great amount of revolutionary equipment is being installed, including a lamp of entirely new design developed by Trinity House in conjunction with the A.E.I. Lamp and Lighting Co. Ltd. Little bigger than a household bulb, it gives a light three times as powerful as the lamp at the old Dungeness lighthouse. An automatic fog detector system, made by Stone-Chance Limited, is also being incorporated.

ASSEMBLING THE LIGHTHOUSE: The first section of the spiral staircase is lowered into position. As each section of the 130-ft. tower of the revolutionary lighthouse is completed, another part of the prefabricated staircase is added.



BUILDING THE BASE: Concrete is poured in during the construction of the base of the new Dungeness light, the structure of which is being erected by Taylor Woodrow. The base consists of a spiral ramp which encloses the machine room. Structural work is due to be completed in March.

On left—

PRESTRESSED CONCRETE: One of the circular sections forming the slender tower of the lighthouse is lifted into the air. The 130-ft. tower has an overall diameter of 12 ft., with walls only 6 ins. thick.

Below left—

UNDERGROUND TUNNELLING

A mechanical grabber is seen in operation at the site of the shaft being sunk at Finsbury Park, in London, in connection with an experimental underground tunnel. A second shaft is being sunk at Seven Sisters Road, Tottenham, and a mile-long double tunnel between the two is to be constructed so as to gain knowledge of new tunnelling and engineering techniques. The tunnel could be incorporated in the new Victoria line, if and when the proposed £55,000,000 project receives official approval. An official of the London Transport Executive explained that a new tube had not been built across London for about fifty years. Two new techniques are to be tried out, one using cast-iron sections arranged so as to be slightly flexible, and the other entailing the use of concrete sections. The contractors are Kinnear Moodie and Co. Ltd. and Edmund Nuttall, Sons and Co. (London) Ltd.

PROGRESS AT TEMA HARBOUR: In the foreground a lorry is tipping rocks in the building of a new quay wall. Beyond are dredgers deepening a future berth, and underwater drilling rigs working on the foundations for the quay. The first stage in the Tema Harbour development is almost completed.

GHANA'S ARTIFICIAL HARBOUR

The first stage in the construction of Ghana's artificial deep-water harbour at Tema, 17 miles from Accra, is now nearing completion. Four berths have been provided, two with a minimum depth of 26 ft. and two with 30 ft., round the finished Quay No. 2. The quay is 1,200 ft. long and 490 ft. wide. It has three single-storey transit sheds, and a fourth with an upper floor for passengers is being completed. In the centre of the quay there are three clear acres for " rough " cargoes. Work proceeding in the 500-acre harbour now includes the building of Quay No. 1 which will have four deep-water berths; an oil berth for tankers of up to 35,000 tons; and a small dockyard with a dry dock and other facilities. On shore, works nearing completion cover an area of 250 acres and include railway sidings and marshalling yards, access roads, storage areas, and parking spaces. The first stage of the harbour development, will cost about £13,000,000. The main contractors are Parkinson Howard Ltd. in association with John Howard and Co. Ltd. and Sir Lindsay Parkinson and Co. Ltd. with Sir William Halcrow & Partners as consulting engineers. A new town of Tema is being built, for an estimated population of 50,000 within the next twenty years.

ANOTHER PART OF THE DEVELOPMENT: Rubble is excavated from the bottom of the cofferdam, in connection with the building of a small dry dock, forming part of a dockyard on the east side of the harbour.

WORKING ON QUAY NO. 1. A diver surfaces after working on the foundations of the quay wall. The first quay, No. 2, has already been completed. It provides four deep-water berths.

COMPLETED PARTS OF THE DEVELOPMENT: The building on the right of Quay No. 2 will provide a terminal for passengers on its upper floor. The lower floor is a cargo transit shed. On the left is one of the other three transit sheds. *Right*—In the general view of the harbour area are storage sheds and administrative buildings.

MEETING THE COLOURED PEOPLES OUTSIDE AND INSIDE THE UNION: Mr. Macmillan waves to acknowledge the enthusiastic reception given him at Maseru, the capital of the British Protectorate of Basutoland. He was making a brief stop in his flight to Cape Town and the final stage of his African tour. The Prime Minister had earlier made short visits to the other two British Protectorates in South Africa, Swaziland and Bechuanaland. At one of his Press conferences he publicly pledged continued British protection for these three territories. *On right*—At the West Driefontein gold mine in Transvaal Mr. Macmillan chats with an African worker in the non-white compound. He made a non-scheduled visit during a meal-time. Many natives were holding their tin plates full of beans and mealie-meal. Later he visited Bantu areas in Transvaal.

MACMILLAN REACHES SOUTH AFRICA

The Prime Minister in Transvaal and Basutoland

On left—

A £1,000,000 TOUCH: Mr. Macmillan handles the top gold bar in a pile representing a month's output at the West Driefontein gold mine. He was taken into the strong room and found he was unable to lift one of the bars. In another building of the mine he helped to pour gold from a furnace into a mould—and spilt a valuable amount on the floor.

AT THE WEST DRIEFONTEIN GOLD MINE: Before descending 4,300 ft. below ground the Prime Minister stands with Dr. Busschau (centre), who is a leading member of the community, and Mr. C. De Wet Nel, the Minister of Bantu Administration.

A TRIBAL CHIEF: At the Bantu University College at Turfloop, in North Transvaal, Mr. Macmillan wears a leopard-skin robe. It had been bestowed on him by local tribal chiefs earlier in the day when they installed him with the authority of one of their number.

AN OUTSTANDING R.A.F. ACHIEVEMENT: No. 111 Squadron, which has been awarded the Britannia Challenge Trophy for 1959 by the Royal Aero Club, is seen in formation over Farnborough at last year's Air Show. *Left* is Squadron Leader Peter Latham, who commands No. 111 Squadron.

THE "BLACK ARROWS"

No. 111 Squadron, R.A.F., is Awarded the Britannia Challenge Trophy

The Britannia Challenge Trophy is awarded by the Royal Aero Club for the year's most outstanding achievement in aviation. For 1959 it has gone to the R.A.F.'s leading aerobatic team, the "Black Arrows" of the No. 111 Squadron, for its "brilliant aerobatic displays throughout the year." This is the first time that the trophy has been won by an R.A.F. squadron. The last holders were John Cunningham and Peter Bugge, to whom it was awarded for flights and development on the Comet. No. 111 Squadron, based at Wattisham, Suffolk, fly Hunter F. Mark 6 jet aircraft and are a front-line squadron. Their aerobatic team is internationally famous and last year appeared in five foreign countries. When they gave a performance in Norway they caused a 30-mile traffic jam around the airfield. They also appeared in France, Belgium, Western Germany, and Portugal. About 3,000,000 people have seen the "Black Arrows" in action. The Britannia Challenge Trophy will be presented to No. 111 Squadron by Lord Brabazon at the Royal Aero Club on March 23.

The World of Books

HEROISM IN THE ATLANTIC

Survival After Being Torpedoed; the Establishment of the State of Israel; China To-day; Life in America; Wolfe of Quebec; a Massive Novel on American Politics Heads this Week's Fiction

THERE are some examples of heroism so great that one cannot read of them without real emotion, and such a one is the story of Mr. Kenneth Cooke who, during the war, was one of fourteen survivors from a ship torpedoed in the South Atlantic. They drifted on a raft, without covering, without the possibility of steering, and with the minimum of food and water. Fifty days later when one of our destroyers came to their rescue, there were only two men left alive: the author, who had been the ship's carpenter, and another who was to die not long after. WHAT CARES THE SEA ? (Hutchinson. 16s.) is their story, a tragic and magnificent one, told by Mr. Cooke with the minimum of heroics and the maximum of effect. Although eighteen years have passed since these events, to read of them brings back all the deadly hazard, the endurance and the near-hopelessness of the situation. It is no surprise to learn that Mr. Cooke was awarded the George Medal for his part in the terrible adventure.

Lord Russell of Liverpool has turned from autobiography to a history of the establishment of the state of Israel in Palestine and the years of struggle that preceded it. IF I FORGET THEE (Cassell. 30s.) is described as a story of a nation's rebirth, and with this intention Lord Russell has started his account of events with the activities of a Hungarian-born, Viennese journalist, Theodor Herzl, who, on entering into active Zionism, wrote the famous pamphlet of 1896, *The Jewish State*. In it he clearly laid out a plan for a Jewish National Home which might be the Argentine or, preferably, Palestine. From that to the foundation of the State in 1948 Lord Russell keeps a characteristically clear track of events and shows the culmination of Jewish nationalist hopes in David Ben Gurion's proclamation of the new State almost exactly fifty years from Herzl's first Zionist Conference. This is an impressive book, lucid and brilliantly developed, and shows its hard-hitting author in a new aspect.

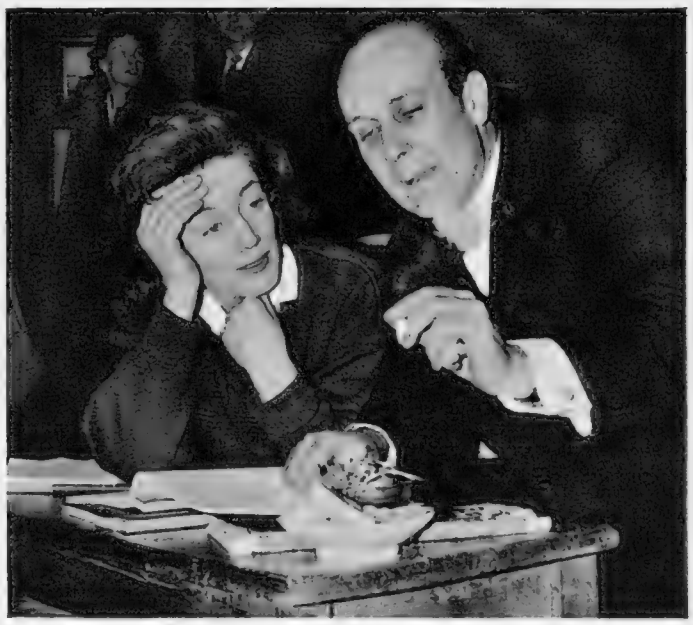
IMPATIENT GIANT — RED CHINA TO-DAY (W. H. Allen. 21s.) is the work of Mr. Gerald Clark, an English newspaperman and one of the very few London correspondents to have been allowed inside the Bamboo Curtain for the purpose of an exhaustive survey. The result of his exploratory mission is a fairly authoritative account of China as it is to-day and, even more welcome, a vivid word picture of the way China sounds and looks. It is news to no one—or shouldn't be—that China has the biggest population and the second largest land area in the world. What will be fresh to most of us is the information that Mr. Clark is able to give us on the schemes for industrialisation, for communes and, first, last and all the time, for indoctrination.

The next book could, by an elastic stretch of the imagination, be said to deal with other foreign relations, but it is, in fact, an amusing, light-hearted, not altogether superficial account of what happens when a young American marries a young Frenchwoman and takes her off to live in Philadelphia. Briefly, as soon as they have saved enough money for the fare, the French wife takes her American husband straight back to Paris, but in the interval she has learned about America, and it is that which Mr. Lloyd Alexander describes in his charming book, JANINE IS FRENCH (Cassell. 13s. 6d.).

WARDEN'S WIFE (Gollancz. 21s.) provides the kind of contrast that makes the reviewing of books such a rewarding job. Both this book and the one above are written with great sincerity; each has a real value of its own, yet they might come from different worlds, and it is just that which gives the reader such a richness of choice and field. Clinton Duffy was Warden of America's San Quentin penitentiary from 1940 to 1951 and he made what is, I understand, known as penological history during his term of office with his often startling reforms. Mrs. Gladys Duffy, herself the daughter and granddaughter of prison guards, has written of her family's years at San Quentin, and of the dramatic, pathetic, terrible or humane things that have happened during her life in what is virtually a prison town. Mr. Blaise Whitehead Lane has been her associate in the writing of what is mainly the story of her husband's notable career.

THE REST TO FORTUNE (Cassell. 30s.) celebrates the splendid career and the gallant death just over a century ago of one of England's greatest soldiers, Major-General James Wolfe. Mr. Robin Reilly writes of the lasting influence that Wolfe's training methods had on the British Army, but he points out that, young as he was at his death, it is impossible to speculate on the heights to which Wolfe might have risen had he lived. As it was, Wolfe's dying robbed the Army of the last of its young commanders of promise. Had he failed at Quebec in 1759, Canada and the United States of America as we know them to-day might never have come into being. I wonder if that is a circumstance which is ever discussed in contemporary Quebec and Washington?

No such historical gambit occupies the reflections of the senators in Mr. Allen Drury's massive and surprisingly readable novel, ADVISE AND CONSENT (Collins. 21s.). I say surprisingly, partly because of its length and partly because, since it is wholly occupied with an exposition of the American parliamentary system, it might not be supposed to be generally of interest over here. As a matter of fact, I do think that the reader's enjoyment would be heightened if he knew a little something about the way the United States is governed, beforehand, but it is still, by any reckoning, a book of enormous interest and has something else which I had certainly not expected—an atmosphere of tension in its last quarter which would do credit to a thriller. This is a first novel, but it is the first novel of a man who has been a Senate correspondent for the sixteen years and who knows the Washington scene down and inside out. He has written the story of a struggle between, roughly speaking, the President and the Senate and he has written it unforgettably. They say Mr. Drury has been known as "the quietest guy in Washington." It seems that he was quiet because one night he stayed at home to complete the 638 pages of this landmine of a book.



"THE NIGHT LIFE OF A VIRILE POTATO": Sarah Churchill and Geoffrey Chater discuss the script of the play which opened at the Lyric, Hammersmith, last Monday. According to the author, Gloria Russell, a twenty-two-year-old actress, the title is taken from a line of dialogue during a discussion which compares the morality of humans with that of vegetables. Sarah Churchill plays the wife of a gynæcologist (Geoffrey Chater), whose entanglements with his mistress (played by Mercy Haystead) provide complications. Also in the cast is Avril Angers.

The English novels this week are not of the gigantic stature but there are those among them which are well worthy of recommendation. THE WARM NIGHTS OF JANUARY (Macmillan. 15s.), for instance by Mr. Frank Tuohy, is an exceptionally penetrating study, although in the lightest of terms, of a clash of races and, of course, personalities in Rio de Janeiro where the heat of a summer sun exacerbates the difficulties of every situation. Where, also, an expatriate French woman, who works hard as a painter and decorator may find the luxury of a young and local lover a little too expensive on every count. The importance of this novel, though, is not the relationship between a passionate woman and a venal man, but the glimpses the author gives of Brazil, even a few miles back from the sophisticated coastline.

Miss Naomi Jacob's novel, THREE [illegible] AND JENNIE (Hutchinson. 15s.), is a love story as the title hints, and it has a solid and sufficient Yorkshire grounding to offset its romantic material. For this Jennie is an extremely personable young creature as the story opens and a shrewder one as it closes. She has at least three admirers, more or less consecutively, and they express themselves in realistic terms. Let it be said that her end is happier than her beginning and that the reader cares sympathetically enough about her fortunes to prefer the recital of her mild adventures.

THE LOVES OF MARY GLEN (Collins. 16s.) is another of Mr. George Blake's Clyde stories, romantically tinged and, as before, with a far more strongly-rooted feeling in the things of the land. Mary Glen is a young woman of strong character who adores and protects her father and son and works a good deal harder than the proverbial black to succeed as a dairy farmer with a pedigree herd of Ayrshires. Part sentimental, part informative, wholly readable—this is another of Mr. Blake's novels which escapes exact classification.

Mr. Robert Homan, the author of [illegible] BEFORE THE WIND (Hogarth Press. [illegible]) writes with considerable verve about a group of men who are mostly down and outs, and who set on for a constructional job in Labrador. Obviously this is a strong rather than a sympathetic theme, but as Mr. Homan writes, it becomes both and is before anything else an intensely dramatic and adventurous story.

FRIDAY'S FOOTPRINT (Gollancz. 16s.) is a book of fourteen short stories by Miss Nadine Gordimer, who is possibly the most distinguished writer to come out of South Africa since the war. I think that Olive Schre-

McCARTHY'S CAREER

Contempt for Truth and Contempt for the Pe

He was a man of action, a man of the people, a lighter of prairie fires. He was crude, unwashed and unversed in political theology. His name was Senator Joe McCarthy. What did any of these things matter so long as he had the ear of the people? This, for a long spell, was his, first and foremost through the unexpected force of the multiple untruth, which at one time gave him in popular polls a 50 per cent. favourable opinion, and another 21 per cent. of "don't knows." There was a bedlam quality about the man and his speeches that has never been surpassed in modern America, not even by Kingfish Huey Long, of Louisiana. He debased the currency of discourse and he threw the American nation upon the defensive.

It is in these terms that Richard H. Rovere, Washington correspondent of the *New Yorker*, sums up the career of the Senator whom as he so picturesquely says "gave the tree one hell of a shaking." His book, SENATOR JOE McCARTHY (Methuen. 18s.), is brief and succinct, and a grave indictment. Where did McCarthy's failure truly lie? Mr. Rovere believes that though this man's talents as a demagogue were great he lacked the most awesome and necessary of demagogic gifts—a belief in the sacredness of his own mission. A man may go a long way in politics without much in the way of convictions; but to overcome adversity he needs the strength that can be drawn from belief in an idea or from a sense of his own righteousness. It may well be that McCarthy was floored by his own sheer inability to believe what he was saying. In that fact alone there is hope, and it is perhaps the real lesson of his brief, but powerful challenge to freedom. Mr. Rovere writes brilliantly. He obviously knew his man, his contempt for truth and his contempt for people.

The antics of Senator Joe McCarthy reflected a deep-seated malaise in American life, and not one to be cured by the mere elimination of a single senator from the political scene. Thomas Griffith, Foreign News Editor of *Time* magazine, has taken time off to explore deeper levels of national discontent, to examine his own personal dissatisfactions with the American way of life. In THE WAIST-HIGH CULTURE (Hutchinson. [illegible]) Mr. Griffith turns the spotlight on politics, religion, publishing, show business, and the arts, striking blows everywhere against what he terms the spreading rule of mediocrity. The noise, speed, hypocrisy, and triviality of modern America all move Mr. Griffith to eloquent anger. The author has not fallen into the trap of lecturing his fellow countrymen. It is clearly not Mr. Griffith's ambition to exhort, but rather to examine. His investigation of the waist-high culture is revealing.

On the night of Sunday, July 29, 1945, the U.S.S. *Indianapolis*, flagship of the Fifth Fleet, was sailing a straight course in the Pacific, unescorted, without Asdic and with her bulkhead doors open because of the oppressive heat. A lone Japanese submarine happened to raise its periscope. Three of its torpedoes struck home, and in half an hour the *Indianapolis* went down. 900 out of her crew of 1,196 escaping to the boats. Richard F. Newcomb has reconstructed this ward tragedy of the sea in his book ABANDON SHIP! (Constable. 18s.), and, more important still, he has reconstructed its aftermath. At the time there was no procedure laid down for reporting ships overdue. No one knew that the *Indianapolis* had been sunk, and for four days her survivors drifted on the Pacific. Some one was to blame for this, and Mr. Newcomb descri-

NEW PLAY IN LONDON: In *The Wrong Side of the Park* at the Cambridge Theatre are, from the left: Barbara (played by Wendy Craig); Miller (Robert Stephens); Elaine Lee (Margaret Leighton), and her second husband, Henry Lee (Richard Johnson). The play by John Mortimer had its first night in London last week.

IN AN OLD HOUSE IN THE N.W.6 DISTRICT: Such is the setting for John Mortimer's first full-length stage play. In this scene Henry Lee and Miller are sitting at the table. In background are Elaine Lee and Henry's mother, Mrs. Lee (Joyce Carey). In right foreground stands Mr. Lee, senior (Charles Heslop). Peter Hall produced the play.

"THE WRONG SIDE OF THE PARK"

The London park in question in John Mortimer's play is Regent's Park, and the action is specified as taking place in the N.W.6 district of London. An old house is shared by Elaine Lee and her second husband Henry with Henry's parents. In a basement room lives Barbara, Elaine's younger sister. The plot develops when an enigmatic young man named Miller arrives and rents a furnished room on the first floor. Before *The Wrong Side of the Park* opened in London last week it had been seen in Brighton, Stratford-upon-Avon and Blackpool. The producer, Peter Hall, was recently appointed Director at the Shakespeare Memorial Theatre at Stratford.

It is Mr. Mortimer's first full-length stage play. He made his reputation as a dramatist with two short plays which were presented together, *Dock Brief* and *What Shall We Tell Caroline?* The former was originally created as a play for broadcasting and then seen in television form. It showed Mr. Mortimer's strong sense of drama in the proceedings of the Law Courts in which he practises as a barrister. His second play for television, *David and Broccoli*, was given its first screening last month and was highly praised by the critics. Before he started writing for the theatre Mr. Mortimer had already achieved a name as a novelist.

BREAKFAST SCENE: Barbara is Elaine Lee's younger sister who has a room in the basement of the house. Miller is an enigmatic young man who arrives at the start of the play and rents a furnished room.

A DRAMATIC EPISODE: Henry Lee and his very hysterical wife Elaine are seen together in a tense scene in *The Wrong Side of the Park*.

(*Continued from previous page*)

ust remain the greatest of them all but, since 1945, liss Gordimer certainly knows few rivals. The title-story the present collection deals with an inarticulate, nsitive, loving woman, running a primitive sort of otel in Central Africa, hazily regretting her first usband's death from drowning in the nearby river, nd painfully condoning her second husband's coarse fidelities. It is a story that may haunt one, and it is so a story with almost perfect construction. The thers are of an equally high standard and the two which eal most perceptibly with children's insight and private gonies are quite unforgettable.

We are told that Martin Descalzo is a young Spanish riest and that GOD'S FRONTIER (Hutchinson. 15s.) not only a best-seller in his native country but that will soon earn its fame halfway round the world. he truth is that it has a certain dignity and the impact f a story invented, if not in tranquillity, at least in ardour. The scene is a little town in Spain, where here is a deadly drought, and the central figure is a oung railwayman who discovers, reluctantly, that he as the power to perform miracles. Sensitive, serious nd well translated by Harriet de Onis.

Vernon Fane

he court-martial scenes most vividly, also what followed he verdict when the Navy fixed the blame, arbitrarily nd without immediate redress for those indicted, leaving Navy Secretary Forrestal at a later date to make amends. Mr. Newcomb writes well, dramatically, but without ensationalism.

The story of Ethiopia is a tantalising assortment of myth, poetry, fantasy and fact, and, although in the last quarter of a century this exotic realm and its bearded ruler have become better known, our ignorance is still profound. Jean Doresse, Director of Archæological Research in Addis Ababa, has brought together a wealth of new material in his latest book, and reports on his compilation of what are the first inventories of the country's ancient monuments. ETHIOPIA (Elek Books. 35s.) is copiously illustrated in half-tone and colour, the well-chosen illustrations matching a lucid text.

THE HENRY WILLIAMSON ANIMAL SAGA (Macdonald. 21s.) is excellent value for money, containing as it does the narratives of *Tarka the Otter*, *Salar the Salmon*, and also the shorter but no less masterly *Epic of Brock the Badger*, and *Chakchek the Peregrine*. All the stories take place in the land between Severn and Dartmoor.

Vivian Jenkins, Oxford Blue and Welsh fullback, needs no introduction to readers of *The Sphere* as a vivid writer on the game of Rugby Football. His book LIONS DOWN UNDER (Cassell. 18s.) recalls the British Isles Rugby team's tour in Australia and New Zealand in 1959. In New Zealand the Lions of 1959 broke all attendance records and Mr. Jenkins shows in his book just why that came about, why they evoked such enthusiasm, and why they were such good ambassadors. It is a most exhilarating tale.

R. C. E.

THE RIGOURS OF WINTER IN SOUTHERN GERMANY: Black smoke belching from her tall funnel, the small ice-breaker *Hönigstein* ploughs a passage through the frozen waters of the River Danube, near the little town of Vilshofen. Across the width of the river can be seen the marks left by ice-breakers whose task is to keep the ice from forming into huge packs. In the winter of 1956-57 there was serious flooding in the area around Vilshofen. The town stands on the confluence of the Danube and its tributary, the Vils. Not far away is Passau, which is situated where the River Inn and the River Ilz join the Danube. The sudden melting of huge ice jams on these rivers three years ago inundated parts of the towns and the surrounding farmlands, causing considerable damage to buildings and crops. To prevent a similar occurrence in the future, a levee was constructed near the town of Vilshofen.

THE ICE MENACE

A German Town and a Yugoslav Bridge in Danger on the Danube: "Lenin" in the Baltic

THE COLD SPELL IN YUGOSLAVIA: Broken ice is packed into an almost solid mass on the Danube. In the background is the bridge of Nova Sad, which is under construction. The thick ice on the river constituted a serious menace to the supports of the bridge and Army engineers used explosives to break up the packs. Yugoslav shipping on the Danube has been forced off the river into harbour. The recent warmer weather in the country has now replaced the ice danger with the menace of flooding.

On left—

THE RUSSIAN ATOMIC ICE-BREAKER: A supply vessel comes alongside *Lenin* in the Baltic Sea. The revolutionary Soviet ship is employed in keeping shipping lanes clear of ice during the winter months. The largest ice-breaker ever designed, *Lenin* was also the first nuclear-powered surface ship to put to sea. She was built at Leningrad and launched at the end of 1957. In September last year she was completed and commissioned into the Russian Navy. With her reinforced prow, *Lenin* is capable of forcing her way through solid ice, 8 ft. thick, at 3 to 4 knots, cutting a 100-ft.-wide ice-free swathe. She can sail for eighteen months without refuelling.

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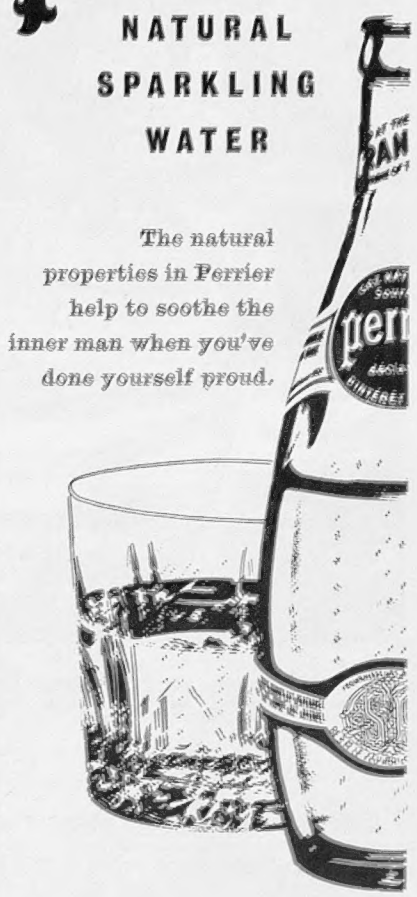

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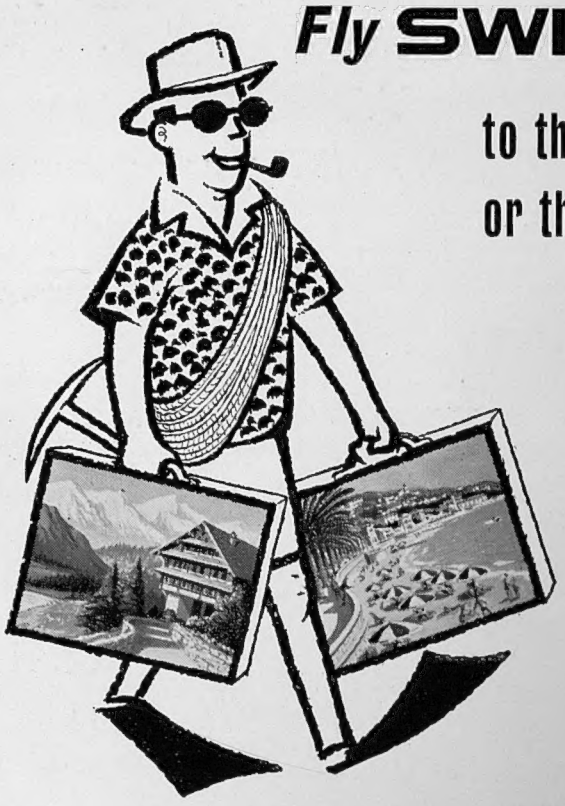

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House,* 13–15, *John Adam Street, London, W.C.2.*

PRIOR TO EASTER there will be many who by choice or necessity will be seeking a change of air.

Where to go and where to stay, at a period of the year when weather conditions are notoriously fickle, is ever a problem, and from my own experience I consider the choice of an evenly warmed hotel is of infinitely more importance than that of locality. Indeed, I would venture to say that the further one travels north the greater the understanding of combating the elements without—log or coal fires burning merrily in the grates, central heating in corridors and bedrooms (electric or gas fires in the latter to augment or as a substitute when central heating is off), electric blankets or hot-water bottles in beds. These are quite daily routine to the hardy northerners, who are sometimes disillusioned when, for change of air, they are lured by publicity to the more genial south.

Choose, for example, Eaves Hall Hotel, Waddington, two miles north of Clitheroe, on the border of Yorkshire but with a Lancashire address. This substantially-built Georgian house was designed to withstand the wintry elements. Here the resident directors, Mr. and Mrs. F. A. Pearson, have blended the graciousness of a country home with the generous amenities of an hotel. Warm and comfortable throughout, well stocked with books, up-to-date periodicals, television, and so on, one could want for nowhere better to shelter from winter's ills.

And then, when spring-like weather arrives, as unheralded as it departed, what a lovely unspoilt moorland countryside lies in the immediate rear.

If you are one of my northern readers, and have a leaning towards the sea, take note of Red Lea Hotel, Scarborough.

It is erroneous for us who live in the south to suppose that to visit Scarborough and other east coast resorts in winter is in the nature of an endurance test. With our vagaries of climate there are occasions when the sunshine overpowers the east wind, and though many of Scarborough's hotels, being seasonable, close for the winter, the Red Lea Hotel, facing full south and sheltered from the north and east, has a regular winter clientele who, uninterested in cocktail bars, dancing and the like, are content with warmth, comfort, good food and good service.

Realising the lure of the south and the south-west, allow me to draw on recent memories where damp and cold were soon forgotten after tiring journeys.

Long-established, but relatively new to me, is the Beach Hotel, Worthing; a most worthy candidate when considering a winter holiday or winter residence.

My wife and I have had reason for visiting this well-pitched hotel on Worthing's front fairly frequently during the last few months and on each occasion we have been struck by the evenness of warmth in public rooms, corridors and bedrooms, the efficiency of the staff and the obviously able management in the background. Spending Christmas Day evening there (there were well over 200 sitting down to dinner), I happened on old friends who I knew in Derbyshire some thirty-five years back. It transpired that, with the wisdom of the birds, they migrate south each winter and make the Beach, Worthing, their winter nest. And well satisfied they are with it for its warmth, comfort and the reasonableness of the winter residential terms.

When northerners take up hotel-keeping in the south, there is a surety that they will shut wintry elements outside the front door. A good example is the twenty-seven-bedroomed Clevedon Court Hotel, Warrior Square, St. Leonards-on-Sea, which Mr. and Mrs. E. Robinson acquired back in 1954.

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No article on the subject of a change of air prior to Easter would be complete without reference to such well-known winter resorts as Bournemouth and Torquay, but these will be the subject of future articles.

There is one corner of South Devon, however, that makes a fitting footstool to our subject, and that is the winter resorts of Exmouth and Sidmouth, which Nature has singled out for winter sunshine and hotel enterprise has added the essentials for inclement spells, warmth and comfort within. Space will not permit more than a brief catalogue of my recommendations in this area. Each in ratio to their size and standing are well fitted for a pre- or post-Easter holiday, so write direct to them for more detailed information.

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